

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

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If you would like to add your family research to the files, please bring the information to the Department and we will be happy to include it in the file. Or you could scan and send them by email to: pggen1@jgrls.org, or pggen2@jgrls.org. If you prefer to mail copies, please send to Pascagoula Public Library, Genealogy & Local History Department, 3214 Pascagoula Street, Pascagoula, MS 39567.

Also, if you would like to join the Society, a membership form is included on this DVD. Interesting and informative meetings are held at 6:00 p.m. on the fourth Tuesday of each month at the Pascagoula library's meeting room.

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Pascagoula Public Library
Local History & Genealogy Department
Grand Family

Jackson County Historical and Genealogical Society

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Annual Cemetery Program • Spring Gala

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The mission of the Jackson County Historical and Genealogical Society is to: preserve and promote scholarly research of our local history and genealogy; support the preservation of historical sites, buildings, artifacts, documents and relics; partner with and support the development and programs of the Local Genealogy and History Department of the Pascagoula Public Library; educate our members and the public who seek to advance themselves in the study of local history and genealogy; assist members in tracing their ancestry and recording their family histories, and publish an annual journal and works of local history and genealogy.

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Local History & Genealogy Department
Grant Family

DESCENDENTS OF HUGO KREBS AND
CAPT. JOHN JOHN GRANT
CHART II
KREBS DE LA POINTE - DUPONT
(Descendants of HUGO KREBS
(Notes))

- (A) Appears twice in same generation of this chart
(B) Appears twice: Here and in same generation of the chart whose number is also shown in Circle. Child usually shown on one chart only.
(C) Raphael Krebs made guardian of Jean Baptiste Dupont when estate of Claude Dupont settled.
(D) Children also appear on Chart 13
(E) Pierre & Jean Trouillet dissolved partner ship in March 1786 since Pierre wished to leave Mobile for New Orleans
(F) Not positive which Pierre Krebs in generation 18 is parent of children shown for second Pierre. Probable that first Pierre died young or only one existed
(G) See generation A, Chart 13, note E

Hugh Rene Krebs
B. 1727 (EST)
M. (1)
Marie Josephine De La Pointe
(or Puente) of Roseghalle, France
M. (2)
Marie De Joyeuse
of New Orleans

Admiral Sieur Simon
Joseph De La Pointe
B.
M.
Jeannie Pulot of Canada
B.

Hugo Rene Krebs may be the man known variously as Baron Eugene Von Krebs and Baron Frans (or Francis) Von Drebs. The Baron reportedly came from the Rhineland Alsace-Lorraine area of Mosel River. He is reported to have arrived in Mobile in 1730 and also as arriving in Pascagoula in 1772 with his wife. The Baron is consistently shown as marrying Marie Josephine De La Pointe who is definitely the wife of Hugh Rene. Hugh Rene is to young to have arrived in Mobile in 1730.

Vice-Admiral John Galude
(Claude Dupont)
B. D. before 1783
M. Mary Jane Dixie (Also known as Madame De La Parade and Marie Jeanne Guillery
Widowed and remarried before 1783 to Augustine Moreau called Belleisle
B. 1696 (EST) Given Grant in Law's Western Co. 9/7/1717. Arrived in N.O. in 6/4/1721.

The given name Hilaire may have entered the family in honor of Father Hilaire Cure of the parish of Notre Dame De La Mobile for periods about 1752-54

With N. Bainbridge
T. R. Bainbridge

Hugh Krebs

Ludwig Krebs

Joseph Krebs (A)
B. 1757 (Est) D.
M. Marie Louise Dupont
B. 12/10/1764 D. 5/1/1843

Pierre Krebs (F)
(Apparently died young see below)

Marie Josephine Krebs
B. 1744 (EST) D. After 1796
M. Capt. Antoine Marbonne
(Marbana) French Navy D. 1793

Innocente Krebs
B. D.

Pierre Krebs (F)
B. 1763 (EST)
M. Olivia Pobat

Raphael Krebs (E)

Francis Krebs
(died young)

Augustine Krebs
(died young)

Cecile Krebs

Marie Anne Dupont
B. D. after 1786
M. Mathias Leflaux

Marie Louise Dupont
B. 12/10/1764 D. 5/1/1843
M. Joseph Krebs (A)
B. 1757 (EST)

Jean Baptiste Dupont
B. 1765 D. after 1786
M. (C)

Catherine Dupont
B. D. after 1786
(Not person in Gen. 7, this who M. Basil Krebs)

Jean Charles Trouillet
B. D. before 1755
M. before 1751
Merrillite Rehon

He was Garde Magasin at Fort Toulouse. Died while descending River.

Antione Krebs
D. at age 20

Joseph Krebs
B. D. will 8/15/1854
M. (1) Madame Josephine Boine
Eldenburg-Widow-Wee La Flo
B.
M. (2) Marcelite Fisher (M)
B.

Marie Cecile Krebs
B. 11/21/1783 D. 7/12/1860
M. Aleck
B. D.

Charles Rene Krebs
B. 2/6/1790 D. 12/6/1851 (M 3)
M. Marie Dupont
B. 10/21/1794 D. 10/20/1881 (D)

Marie Josephine Krebs (B 14)
B. 1795 D.
M. Valetine Delmas
B.

Agnes Krebs
B. D. died young

Ante (or Anna) Marbonne
B. D. 12/26/1788
M. Sig. Don Enrique
Grimarest, Spanish Govt.
of Mobile (1781-85 and
Capt. in Regt. of Navarre

Isabella Marbonne (A)
B. after 1765 D.
M. (1) 5/18/1786 (contract)
Pierre Trouillet D. 1795
M. (2) Campbell
B. D. before 1811

Basile Krebs
B. d.
M. 9/8/1818 (license)
Catherine Dupont
D. 5/24/1831 at age 33

Hilaire Krebs
B. d.
Mary Irene Bernehand
b. 1/6/1799 d. 2/26/1870

Antione Krebs

Paul Krebs

Aimee Krebs

M. Latady

Hypolite Krebs

M. Fitzgerald

Madelon Krebs
B. d.
(did not marry)

Agnes Krebs
B. d.
M. at age 13
Pierre Senas

Pierre Trouillet
B. d. 1795 (A)
M. 5/18/1786 (contract)
Isabella Marbonne
b. after 1811 d.

Jean Trouillet
B. d. (E)

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Emmanuel Krebs
d. 11/29/1849 age 34 (B 13)
M. Marie Finance

Mary Louise Krebs (B 13)
b. 1819 d.
M. 1839 to
Hilaire Krebs
b. 1819 d. 9/7/1900 (A)

Julie Zulime Krebs (B 13)
b. 2/0/1824 d. 2/24/1903
M. Jacques Ernest Sarrazin
b. 5/20/1813 d. 10/26/1876
b. Bordeaux, France

Cecile Krebs
b. d.
M. Charles P. Sarrazin
b. d.

Marcilite Krebs (B 13)
b. d.
M. Jules P. Sarrazin
b. d.

Virginia Krebs
b. d.
M. d. Yalverton
b. d.

Joseph Krebs (B 13)
b. still a minor 11/16/1851
M.

Marie Aimee Krebs
b. 8/20/1837 d. 12/4/1884
M. Buenaventura Jane (B 13)
b. 1/17/1839 d. 8/21/1903

Hilaire Krebs
b. 1819 d. 9/7/1900
M. 1839 to Mary Louise Krebs
b. 1819 d. 1892 (A)
(second cousin)

Mary (GARM) Krebs
b. 1823 d. 2/27/1899
M. 4/8/1841 to (B 10)
Washington Franklin Grant
b. 7/1/1820 d. 7/18/1860
Zoe Krebs
b. 10/28/1827 d. 9/16/1883
M. Emmanuel Deas
b. 9/9/1821 d. 8/11/1882

Delphine Krebs (B 10)
d. 12/14/1890 at age 65
M. John Lafayette Grant
b. 8/15/1825 d. 1/14/1905

Ferene Krebs
b. d.
M. Richard Ryder
b. d.

Evelyn Krebs
b. d.
M. Tom Hawkins (no known child)
b. d.

Emmanuel Deas Jr.

b. d.
M. Bella Ward
b. d.
Anna Deas
b. d.
did not marry

Walter Deas
b. d.
M. Leonora Reeves
b. d.
Clara Deas
b. d.
M. Chastant
b. d.
Emma Deas
b. d.
M. James Mc Paul
b. d.

Anthony Deas
b. d.
M. Florence Maxwell
b. d.

Richard Deas
b. d.
M. Lula
b. d.
Harry Deas
b. d.
M. Letty Woods
b. d.

Mary Isabella Deas
b. d.
M. Dr. W. A. Cox
b. d.

Harry Deas
b. d.
M.

Carl Deas
d. died as a small child

Louise Greiner
b. 1871 d. 1948
M. A. D. Saucier
b. d.

Charles A. Greiner Jr.
b. d.
M. Josie Allen
b. d.
Delphine Greiner
d. 6/19/ at age 29
M. George R. Thompson
b. d.

Bella Greiner
b. d.
did not marry

Fanny Greiner
b. d.
M. Miles Hand
b. d.

Zoe Grant
b. 1847 d. 1925
M. Elvin Maxwell
b. d.

Bella Grant
d. 11/11 at age 52
M. Charles A. Greiner

Mary Grant
b. 1856 d. 1935
M. Charles McClathan
b. d.
Eddie Grant
b. 1856 d.
M. Isabelle Kemer
b. d.

Robert Grant
b. 1857 d. 1931
M. Lydia Landrage
b. d.

Octavia Grant
b. 10/6/1857 d. 10/9/1925
M. Stephen G. Cole
b. 7/26/1861 d. 1901

Richard Grant
b. 1860 d. 1918
M. Liza Landrage
b. d.

John Grant
b. 1866 d. 1948
M. Lucretia Krebs (G)
b. d.

J. Oliver Cole
b. d.
M.
b. d.

John O. Grant
b. d.
M.
b. d.

Emile Frederic
b. d. (2nd Cousins thru his Mothers Family
and may have been 3rd cousins thru his fathers
family)
Jeff Frederic
b. d.

M. 7/3/1902 to
Viola Belle (Ola) Davis
B. 3/18/1871 d. 5/21/1940

Irene Frederic

Bert Frederic

Zoe Frederic

Paul Frederic

Fay Frederic

Mary Ryder
b. d.

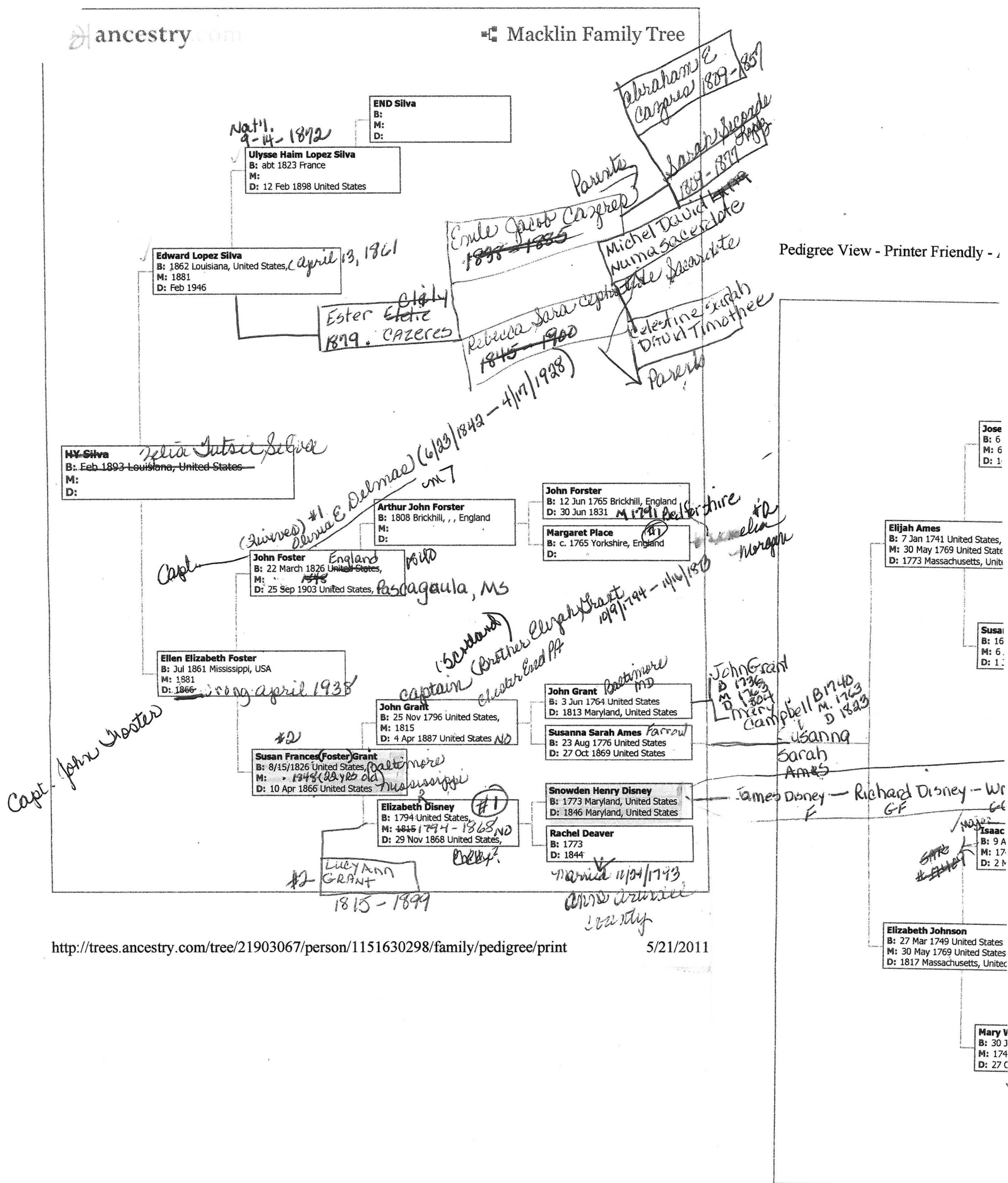
Irene Ryder (B 14)

M. Jeff Frederic, St. Ferol
b. d.

Richard Ryder
b. d.
M.

ancestry.com

❏ Macklin Family Tree

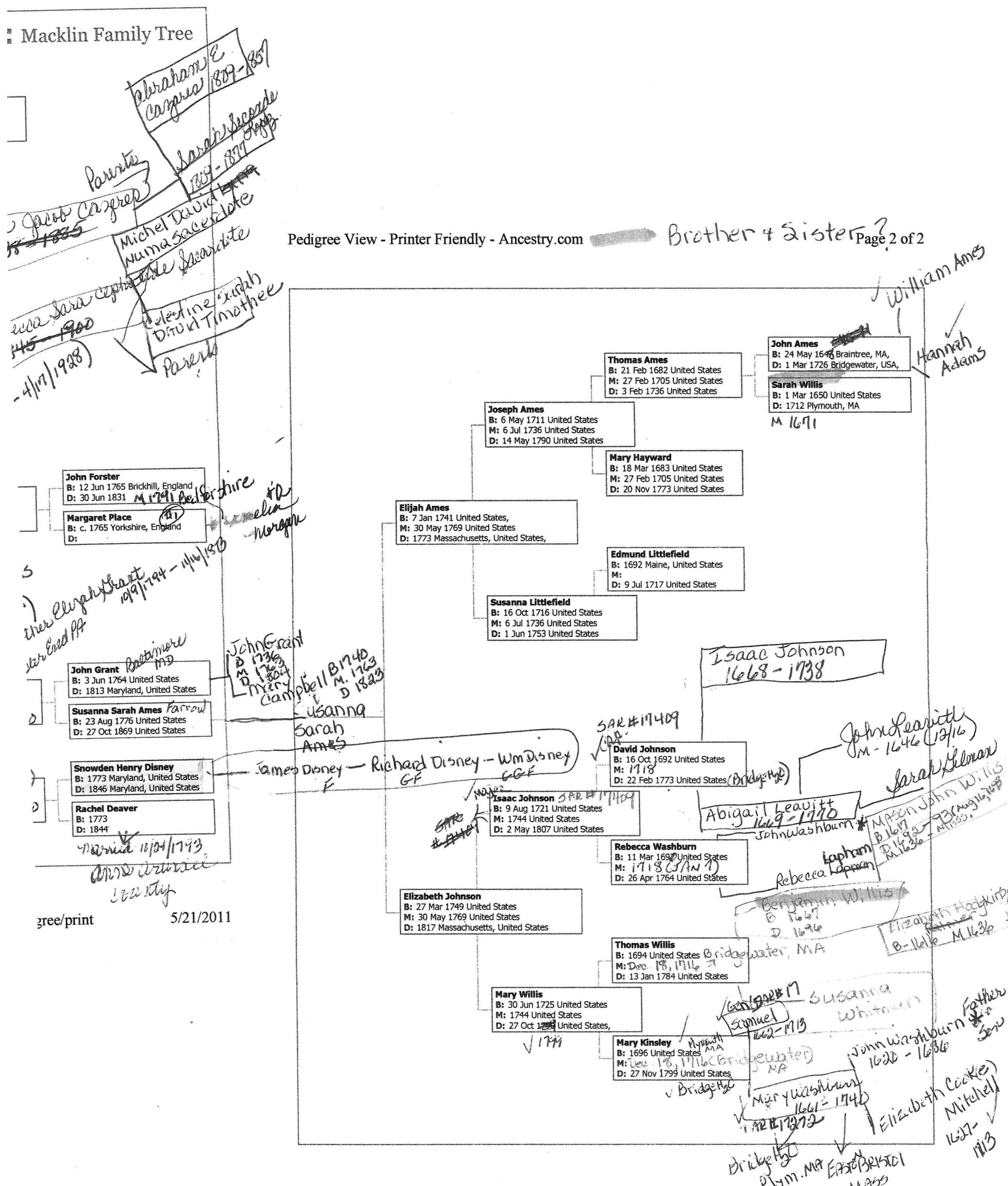


<http://trees.ancestry.com/tree/2190306>

Genealogy
shared by
Kathy Walther, Delaware

Pedigree View - Printer Friendly - Ancestry.com

Brother & Sister Page 2 of 2



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	Father: John LaFayette Grant	1825-1905
	Mother: Delphine Krebs	1825-1890
Married:	Liza Landridge	
	Born	
	Father:	
	Mother:	
Children:	Lafayette Grant	1873-
	William Jesse Grant	1875-1932
	m. Elizabeth Baltar	1880-
	Hannah Grant	1875-
	Mamie Grant	1877-
	Robert Grant	1879-
	Octavia Grant	1881-
	Lydia Grant	1888-
GRANT, ROBERT	<u>Scranton School</u>	13 WM 1893-94
	Attended Nov-Feb	
GRANT, ROBERT	<u>Scranton School Enum</u>	14 WM 1894-95
	Par/Guar: Robert Grant	
GRANT, ROBERT	<u>Scranton School</u>	14 WM 1894-95
	Attended Nov-Feb	
GRANT, SILAS HENRY	<u>Jackson Co MS Marriage Records</u>	05 Sep 1877
	Married Mary Ann Lawrence	
GRANT, SYLVESTER	<u>Scranton Colored School Enum</u>	7 CM Nov 1894
	Par/Guar: Thomas Grant	
GRANT, THEODORE	<u>Scranton Colored School Enum</u>	5 CM Nov 1894
	Par/Guar: Thomas Grant	
GRANT, THOMAS	<u>Scranton Colored School Enum</u>	9 CM Nov 1894
	Par/Guar: Thomas Grant	
GRANT, THOMAS	<u>Jackson Co MS Marriage Records</u>	27 Jun 1885
	Married Leontine Petit	
GRANT, THOMAS	<u>Scranton Colored School Enum</u>	Nov 1894
	Colored, Parent/Guardian of:	
	Thomas Grant	9 CM
	Sylvester Grant	7 CM
	Theodore Grant	5 CM
GRANT, WM.	<u>T8 R6 JCo School Enum</u>	7 CF Jun 1892
	Par/Guar: Jerry Grant	
GRANT, WILLIAM	<u>Scranton Colored School Enum</u>	8 CM Nov 1894
	Par/Guar: Thomas Brown	

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Printed in USA

HUSBAND JOHN GRANT

Born 25 Nov. 1796 Place CHESTER Co. Pennsylvania

Chr. Place

Marr. 1815 Place

Died 4 April 1887 Place PASCAGOULA, Miss.

Bur. Place

HUSBAND'S FATHER

HUSBAND'S OTHER WIVES

2. Lucy A. Davis DORPHEY, no children

HUSBAND'S MOTHER

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WIFE Elizabeth Disney

Born 1799 Place

Chr. Place

Died 29 Nov 1869 Place

Bur. Place

WIFE'S FATHER

WIFE'S OTHER HUSBANDS

WIFE'S MOTHER

SEX M F	CHILDREN Use Each Child (Whether Living or Dead) in Order of Birth SURNAME (CAPITALIZED) GIVEN NAMES	WHEN BORN			WHERE BORN			DATE OF FIRST MARRIAGE TO WHOM	WHEN DIED		
		DAY	MONTH	YEAR	TOWN	COUNTY	STATE OR COUNTRY		DAY	MONTH	YEAR
1	ELIZA ANN			1. 1816 1817	Maryland		Both buried in Glenwood Cem, Houston TX	John F. Williams b 1815 Virginia			
4	WASHINGTON FRANKLIN	1 July		1820	Maryland			18 April 1846 MARY KREBS	19 July		1860
3	MARY ELIZABETH	11 Aug		1822?	BALTIMORE Md		MD.	John B. Delmas			
4	RACHEL REBECCA	5 May		1823				John C. Borum	13 Nov.		1857
5	JOHN LAYFAYETTE	15 Aug		1825				NEAT MARRIED DOLPHINE KREBS	14 JAN		1905
6	ISABELLA QUEEN	25 July		1838				JULIUS WILLIS	20 MAY		1907
7	SUSAN FRANCES	15 Aug		1826				Capt. John Foster	10 APRIL		1865
8											
9											
10											
11											

SOURCES OF INFORMATION

CRIN'S "Four Centuries"
Research of Betty Rodgers
3707 S. ...
PASCAGOULA - Miss. 39567
Eliza & J. F. Williams
1850 Jackson Colonus

OTHER MARRIAGES

FAMILY GROUP RECORD
ENTER ALL DATA IN THIS ORDER:
DATES: 14 Apr 1794
To indicate that a child is an ancestor of the family representative, place an "X" before the number pertaining to that child.

**Pascagoula Public Library
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Grant Family**

Descendants of John Grant

Generation No. 1

all this is very weak
did N.O
1. John¹ Grant¹ was born November 28, 1796 in Chester County, Pennsylvania, and died April 14, 1887 in Pascagoula Jackson Co Miss- Grant's Cem. He married **Elizabeth Disney** 1815 in Pennsylvania. She was born Abt. 1794 in Pennsylvania, and died November 29, 1869 in Pascagoula Jackson Co Miss- Grant's Cem. *death certificate reads 4 April*

Notes for John Grant:

Captain John Grant

Capt. John Grant was born in Chester County, Pennsylvania. When about 9 moved to Baltimore and by age 12 was chief support of his mother and 8 brothers and sisters. He came to Mobile in 1827 and later lived in Pascagoula, Miss, Covington and Amite, Louisiana. In 1829 he built the New Orleans and Lake Pontchartrain Railway, the first in the south. He originated passing tracks and raised freight platforms. In 1839 he dug out Grant's Pass between Mobile Bay and the Mississippi Sound. In 1848 he helped organize the New Orleans and Mobile Steam Mill Line Company and was Superintendent and General Manager of the Line and commanded the Steamer Florida. He was an ardent Union man and lost most of his property as a result. Grant was a member of the State Legislatures of Mississippi (1842-1844), Alabama (1865-), Louisiana (), in that order. Capt. Grant left 111 descendants. See obituary in the New Orleans Picayune and an article in the L & N Employee's Magazine, February 1957. *apparently she died Mobile 1868*
1865, 66, 99

by Thomas R. Bainbridge, Sep 16, 1960

Captain John Grant, b. 1796 in Chester County, Pennsylvania, age 12 years of age became the chief support of his mother and eight brothers and sisters; at 14 was repairing the machinery in a woolen mill; at 20 was married and working on the improvement of the scoop dredges in Baltimore harbor; perfected a dredge still in use today.

In 1827 the U. S. Government sent him to Mobile to build dredges to be used along the Gulf Coast; in 1829 employed to build a railroad from New Orleans to Lake Pontchartrain and as superintendent of this road made many changes for the improvement of handling freight.

In 1838 began the dredging of a six-foot channel to connect Mobile and the Mississippi sound, which had been pronounced impossible; the completed channel is known today as Grant's Pass.

In 1840 moved his family to Pascagoula; dredged the east branch of Pascagoula River and thus diverted shipping from Gautier on the west branch.

John Grant has the distinction of having belonged at different times to the legislatures of three different states, Mississippi, Alabama, Louisiana; was living in Louisiana at the outbreak of the Civil War, operating steamers across Lake Pontchartrain from New Orleans to Covington, Louisiana.

While his sons-in-law and grandsons were fighting for the Confederacy, he remained loyal to the North (United States of America) and, in consequence lost almost all his property.

John Grant is buried in the Grant cemetery in Pascagoula where a monument marks his grave and many of his children and a Historical Marker nearby commemorates the main events of his life.

Four Centuries on the Pascagoula, Vol II, Cyril Cain

Children of John Grant and Elizabeth Disney are:

- 2 i. Eliza Ann² Grant, born 1817; died 1896. She married John Williams
- + 3 ii. Washington Franklin Grant, born July 01, 1820 in Maryland; died July 18, 1860 in Pascagoula Jackson Co Miss- Grant Cem.
- 4 iii. Rachel Rebecca Grant, born May 05, 1823 in Maryland; died November 13, 1857 in Pascagoula Jackson Co Miss- Grant's Cem. She married John C. Borum
- + 5 iv. John Lafayette Grant, born August 15, 1825 in Baltimore, Maryland; died January 14, 1905 in Pascagoula Grant's Cem.
- + 6 v. Susan Frances Grant, born August 15, 1826; died April 10, 1865.
- + 7 vi. Isabella Queen Grant, born July 25, 1838; died May 20, 1902 in Pascagoula Jackson Co Miss- Grant's Cem.
- + 8 vii. Mary Elizabeth Grant, born August 11, 1822; died November 28, 1896 in Pascagoula Greenwood Cem.

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Generation No. 2

3. Washington Franklin² Grant (John¹) was born July 01, 1820 in Maryland, and died July 18, 1860 in Pascagoula Jackson Co Miss- Grant Cem. He married **Mary Krebs** April 18, 1841 in Pascagoula, Jackson Co, Miss, daughter of Helaire Krebs and Irene Bermuchand. She was born Abt. 1824 in Pascagoula Jackson Co Miss, and died February 27, 1899.

Children of Washington Grant and Mary Krebs are:

- 9 i. John Calhoun³ Grant, born Abt. 1841; died November 03, 1862 in Gingold, Ga, Confederate Prisoner, Civil War.
- + 10 ii. Helaire Krebs Grant, born November 05, 1842 in Pascagoula Jackson Co Miss; died March 31, 1926.
- + 11 iii. Elizabeth Mary Grant, born August 10, 1846 in Pascagoula Jackson Co Miss; died August 03, 1916.
- 12 iv. William Henry Grant, born March 16, 1850 in Pascagoula Jackson Co Miss; died September 02, 1853.
- + 13 v. Rachel Nannie B. Grant, born June 01, 1852 in Pascagoula Jackson Co Miss; died February 27, 1937.

5. John Lafayette² Grant (John¹) was born August 15, 1825 in Baltimore, Maryland, and died January 14, 1905 in Pascagoula Grant's Cem. He married **Delphine Krebs**, daughter of Helaire Krebs and Irene Bermuchand. She was born 1825 in Pascagoula Jackson Co Miss, and died December 14, 1890 in Pascagoula Grant's Cem.

Children of John Grant and Delphine Krebs are:

- + 14 i. Bella Isabella³ Grant, born May 22, 1849 in Pascagoula, Jackson Co Miss; died November 11, 1902 in Pascagoula Greenwood Cem.
- 15 ii. Eddie Grant, born 1856. He married Isabella Kener
- 16 iii. Zoa Grant, born 1847 in Pascagoula, Jackson Co Miss; died 1925 in Pascagoula Greenwood Cem. She married Elvin J. Maxwell; born 1838; died 1921 in Pascagoula Greenwood Cem.
- 17 iv. Mary Grant, born 1853; died 1935. She married Charles McClathan
- + 18 v. Robert Grant, born 1857; died Abt. 1931.
- + 19 vi. Octavia Grant, born October 06, 1857; died October 09, 1925.
- + 20 vii. Richard Grant, born 1860; died 1918.
- + 21 viii. John Oliver Grant, born 1866; died 1948.

6. Susan Frances² Grant (John¹) was born August 15, 1826, and died April 10, 1865. She married **Capt John Foster**.

Child of Susan Grant and John Foster is:

- + 22 i. Lillian³ Foster.

7. Isabella Queen² Grant (John¹) was born July 25, 1838, and died May 20, 1902 in Pascagoula Jackson Co Miss- Grant's Cem. She married **Julius Willis**. He was born July 20, 1812, and died March 27, 1881 in Pascagoula Jackson Co Miss- Grant's Cem.

Children of Isabella Grant and Julius Willis are:

- 23 i. Julius Disney³ Willis, born May 15, 1857 in Pascagoula Jackson Co Miss; died September 15, 1903 in Pascagoula Jackson Co Miss- Grant's Cem.
- 24 ii. W. Irving Willis, born February 05, 1860 in Pascagoula Jackson Co Miss; died July 19, 1896 in Pascagoula Jackson Co Miss- Grant's Cem.
- 25 iii. Horace L. Willis, born March 07, 1863 in Pascagoula Jackson Co Miss; died September 07, 1875 in Pascagoula Jackson Co Miss- Grant's Cem.

8. Mary Elizabeth² Grant (John¹) was born August 11, 1822, and died November 28, 1896 in Pascagoula Greenwood Cem. She married **John Baptiste Delmas**, son of Valentine Delmas and Marie Krebs. He was born 1817 in Pascagoula, Jackson Co Miss, and died March 11, 1906 in Pascagoula Greenwood Cem.

Children of Mary Grant and John Delmas are:

- + 26 i. Olivia³ Delmas, born June 23, 1842 in Pascagoula, Jackson Co Miss; died April 17, 1928 in Pascagoula Greenwood Cem.
- 27 ii. Valentine Tucker Delmas, born January 02, 1844 in Pascagoula, Jackson Co Miss; died October 26, 1923 in Pascagoula Greenwood Cem.
- 28 iii. Morris Delmas, born November 20, 1845 in Pascagoula, Jackson Co Miss; died 1863 in High Point

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- Georgia, Civil War Confederate death.
- + 29 iv. Mary Harriet Delmas, born April 17, 1848 in Pascagoula, Jackson Co Miss; died August 16, 1906 in Pascagoula Greenwood Cem.
- + 30 v. Albert Grant Delmas, born October 19, 1851 in Pascagoula, Jackson Co Miss; died May 10, 1911 in Pascagoula Greenwood Cem.
- 31 vi. Charles H. Delmas, born October 17, 1855 in Pascagoula, Jackson Co Miss; died May 26, 1938 in Pascagoula Greenwood Cem. He married Noalie Clements; born 1870; died 1943.
- 32 vii. Isabella K. Delmas, born July 25, 1857 in Pascagoula, Jackson Co Miss; died April 03, 1937 in Pascagoula Greenwood Cem.
- + 33 viii. Irving Paul Delmas, born January 21, 1860 in Pascagoula, Jackson Co Miss; died December 15, 1928 in Pascagoula Greenwood Cem.

Generation No. 3

10. Helaire Krebs³ Grant (Washington Franklin², John¹) was born November 05, 1842 in Pascagoula Jackson Co Miss, and died March 31, 1926. He married **Mary Louise Krebs** February 18, 1873 in Pascagoula, Jackson Co, Miss. She was born January 03, 1851 in Pascagoula Jackson Co Miss, and died September 18, 1918.

Children of Helaire Grant and Mary Krebs are:

- 34 i. Washington Joseph⁴ Grant, born January 28, 1874 in Pascagoula Jackson Co Miss; died August 21, 1890.
- + 35 ii. Mary Louise Grant, born April 08, 1878 in Pascagoula Jackson Co Miss.
- 36 iii. Lucie Ann Grant, born October 09, 1883 in Pascagoula Jackson Co Miss; died April 08, 1954. She married Edward McCarvell March 27, 1935 in Pascagoula, Jackson Co, Miss; born June 16, 1875; died November 09, 1953.
- 37 iv. Harry Francis Grant, born February 19, 1886 in Pascagoula Jackson Co Miss; died March 17, 1940. He married Nannie Ora Turner March 14, 1911 in Pascagoula, Jackson Co, Miss.
- 38 v. Adele Elizabeth Grant, born April 03, 1893.

11. Elizabeth Mary³ Grant (Washington Franklin², John¹) was born August 10, 1846 in Pascagoula Jackson Co Miss, and died August 03, 1916. She married **Frank Pratt Davis** October 31, 1867 in Pascagoula, Jackson Co, Miss. He was born June 16, 1844, and died November 29, 1910.

Children of Elizabeth Grant and Frank Davis are:

- 39 i. Viola Belle Ola⁴ Davis, born March 18, 1871; died May 21, 1940. She married Jeff St. Ferol Frederic July 03, 1902; died 1913.
- + 40 ii. Mary Edith Davis, born September 05, 1868; died February 20, 1946.
- + 41 iii. Gertrude Gertie Davis, born September 12, 1869; died March 22, 1946.
- + 42 iv. Frank Pratt Davis, Jr., born September 10, 1872; died March 31, 1919.
- + 43 v. Mary Mamie Grant Davis, born August 17, 1875.
- + 44 vi. Louis Grevenburg Davis, born November 08, 1881; died October 13, 1930.
- + 45 vii. Harry Dreese Davis, born February 05, 1877; died June 21, 1956.
- + 46 viii. Randolph Natilli Davis, born April 09, 1886; died February 09, 1955.

13. Rachel Nannie B.³ Grant (Washington Franklin², John¹) was born June 01, 1852 in Pascagoula Jackson Co Miss, and died February 27, 1937. She married **Harry Stockton Dreese**. He was born July 11, 1845, and died September 05, 1914.

Children of Rachel Grant and Harry Dreese are:

- 47 i. Marie Grant⁴ Dreese, born 1876; died November 14, 1958.
- + 48 ii. Katherine Falligant Dreese, born 1880.
- 49 iii. Frederick Krenson Dreese, born November 16, 1878; died January 12, 1947. He married (1) Emily Gilly; died 1945. He married (2) Bessie Bennett December 18, 1898.
- + 50 iv. Harry S. Dreese, Jr., born May 05, 1883; died October 13, 1944.
- 51 v. Frank David Dreese, born February 18, 1885; died June 15, 1898.
- + 52 vi. Sarah Ann Wayman Dreese, born August 12, 1892.

14. Bella Isabella³ Grant (John Lafayette², John¹) was born May 22, 1849 in Pascagoula, Jackson Co Miss, and died November 11, 1902 in Pascagoula Greenwood Cem. She married **Charles Anthorn Greiner**. He was born November 01, 1844, and died January 31, 1922 in Pascagoula Greenwood Cem.

Children of Bella Grant and Charles Greiner are:

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- 53 i. Louise⁴ Greiner, born May 02, 1871 in Pascagoula Jackson Co Miss; died September 21, 1948 in Pascagoula Greenwood Cem. She married Arnaldo D. Saucier, Sr.; born September 12, 1867; died September 21, 1948 in Pascagoula Greenwood Cem.
- + 54 ii. Charles A. Greiner, Jr..
- 55 iii. Bella Greiner.
- 56 iv. Fanny Greiner. She married Miles Porter Hand; born July 13, 1878; died January 30, 1904 in Pascagoula Greenwood Cem.

18. Robert³ Grant (John Lafayette², John¹) was born 1857, and died Abt. 1931. He married **Lydie Landridge**.

Child of Robert Grant and Lydie Landridge is:

- + 57 i. William Jesse⁴ Grant, born June 19, 1875.

19. Octavia³ Grant (John Lafayette², John¹) was born October 06, 1857, and died October 09, 1925. She married **Stephen G. Cole**. He was born January 26, 1861, and died 1901.

Child of Octavia Grant and Stephen Cole is:

- 58 i. J. Oliver⁴ Cole.

20. Richard³ Grant (John Lafayette², John¹) was born 1860, and died 1918. He married **Liza Landrige**.

Children of Richard Grant and Liza Landrige are:

- 59 i. Forrest⁴ Grant. He married Catherine Cole; born 1886; died 1905.
- 60 ii. Nannie Grant. She married Oliver Krebs
- 61 iii. Julia Grant. She married Crane
- 62 iv. Daughter Grant. She married Irving Canty

21. John Oliver³ Grant (John Lafayette², John¹) was born 1866, and died 1948. He married **Lucretia Krebs**.

Child of John Grant and Lucretia Krebs is:

- + 63 i. John Oliver⁴ Grant, Jr., born 1898.

22. Lillian³ Foster (Susan Frances² Grant, John¹) She married **Edward Carey Jouillian, Sr.**

Children of Lillian Foster and Edward Jouillian are:

- + 64 i. Adelaide Grant⁴ Jouillian.
- 65 ii. John Foster Jouillian.
- 66 iii. Phillip A. Jouillian.
- 67 iv. Daughter Jouillian. She married John Swanzy
- 68 v. Daughter Jouillian. She married Leslie Quave

26. Olivia³ Delmas (Mary Elizabeth² Grant, John¹) was born June 23, 1842 in Pascagoula, Jackson Co Miss, and died April 17, 1928 in Pascagoula Greenwood Cem. She married **Capt John Foster** in Pascagoula, Jackson Co, Miss. He was born March 22, 1826 in Mobile, Alabama, and died September 25, 1903 in Pascagoula Greenwood Cem.

Children of Olivia Delmas and John Foster are:

- + 69 i. Mary Mamie E.⁴ Foster, born 1870; died 1936 in Pascagoula Greenwood Cem.
- 70 ii. Susan Foster, born July 12, 1872; died April 29, 1919 in Pascagoula Greenwood Cem. She married William Dabney Hughes; born November 10, 1850; died March 04, 1937 in Pascagoula Greenwood Cem.
- 71 iii. Francis E. Frank Foster, born January 03, 1874 in Pascagoula, Jackson Co Miss; died June 04, 1918 in Pascagoula Greenwood Cem.
- 72 iv. Henry Foster, born 1877.
- 73 v. Josie Josephine F. Foster, born May 31, 1880; died May 29, 1950 in Pascagoula Krebs Cem. She married Henry Rourke; born January 16, 1872; died January 01, 1956 in Pascagoula Krebs Cem.
- 74 vi. Eva Foster, born October 29, 1884; died August 09, 1959 in Pascagoula Jackson Co Miss. She married Ebb James Ford; born March 22, 1886 in Pascagoula Jackson Co Miss; died June 25, 1947 in Pascagoula Jackson Co Miss Greenwood Cem.
- 75 vii. Alfred Foster, born 1885.
- 76 viii. Belle Foster, born December 02, 1887 in Pascagoula, Jackson Co Miss; died February 16, 1958 in

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Pascagoula Greenwood Cem. She married (1) Charles R. Hurst; born October 09, 1893; died December 23, 1966 in Pascagoula Greenwood Cem. She married (2) Marion Campbell Griffin; born June 30, 1887; died October 12, 1918 in Pascagoula Greenwood Cem.

29. Mary Harriet³ Delmas (Mary Elizabeth² Grant, John¹) was born April 17, 1848 in Pascagoula, Jackson Co Miss, and died August 16, 1906 in Pascagoula Greenwood Cem. She married **Joseph Helaire Jonte** in Pascagoula, Jackson Co, Miss. He was born January 10, 1844, and died April 18, 1935 in Pascagoula Greenwood Cem.

Children of Mary Delmas and Joseph Jonte are:

- 77 i. Armand⁴ Jonte, born 1868. He married Mamie Higginbotham
- 78 ii. Mary Josephine Jonte, born 1871 in Pascagoula, Jackson Co Miss; died 1954 in Pascagoula Greenwood Cem.
- 79 iii. Morris H. Jonte, born 1872 in Pascagoula, Jackson Co Miss; died 1938 in Pascagoula Greenwood Cem.
- 80 iv. Nettie Antoinette Elizabeth Jonte, born 1875 in Pascagoula, Jackson Co Miss; died 1955 in Pascagoula Greenwood Cem. She married Noah S. McGrath; born 1868; died 1946 in Pascagoula Greenwood Cem.
- 81 v. Henrietta Jonte, born 1878 in Pascagoula, Jackson Co Miss; died 1962 in Pascagoula Greenwood Cem.
- 82 vi. Joseph Jonte, born 1880.

30. Albert Grant³ Delmas (Mary Elizabeth² Grant, John¹) was born October 19, 1851 in Pascagoula, Jackson Co Miss, and died May 10, 1911 in Pascagoula Greenwood Cem. He married **Rosa Lena Menk**. She was born January 20, 1852, and died August 19, 1941 in Pascagoula Greenwood Cem.

Children of Albert Delmas and Rosa Menk are:

- 83 i. Celeste⁴ Delmas, born June 08, 1875 in Pascagoula, Jackson Co Miss; died 1963 in Pascagoula Greenwood Cem. She married Charles Cowles; born 1870; died 1920.
- 84 ii. J. Irving Delmas, born 1876 in Pascagoula, Jackson Co Miss; died 1946 in Pascagoula Greenwood Cem. He married Nina McChristian; born 1880; died 1942.
- 85 iii. Albert Lee Delmas, born April 08, 1881 in Pascagoula, Jackson Co Miss; died 1957 in Pascagoula, Jackson Co Miss.
- 86 iv. Claude Delmas, born March 28, 1884 in Pascagoula, Jackson Co Miss; died 1959 in Pascagoula Greenwood Cem. He married Fay Carrington; born 1892; died 1936 in Pascagoula Greenwood Cem.
- 87 v. Ralph Peter Delmas, born August 18, 1889 in Pascagoula, Jackson Co Miss; died July 06, 1965 in Pascagoula, Krebs Cem. He married Fannie Mayer; born 1897; died 1957 in Pascagoula, Krebs Cem.
- 88 vi. Francis Delmas, born 1895 in Pascagoula, Jackson Co Miss; died 1934. He married Georgia Lee Edge; born 1894.

33. Irving Paul³ Delmas (Mary Elizabeth² Grant, John¹) was born January 21, 1860 in Pascagoula, Jackson Co Miss, and died December 15, 1928 in Pascagoula Greenwood Cem. He married **Bertha Harriet Poitevin** in Pascagoula, Jackson Co, Miss. She was born June 16, 1859, and died June 17, 1942 in Pascagoula Greenwood Cem.

Children of Irving Delmas and Bertha Poitevin are:

- 89 i. Mercede⁴ Delmas, born December 08, 1879 in Pascagoula, Jackson Co Miss; died August 05, 1941 in Pascagoula, Jackson Co Miss.
- 90 ii. Alice Esther Delmas, born April 09, 1882 in Pascagoula, Jackson Co Miss; died October 03, 1897 in Pascagoula Greenwood Cem.
- 91 iii. Olivia Virginia Delmas, born December 14, 1883 in Pascagoula, Jackson Co Miss; died July 14, 1950 in Pascagoula Greenwood Cem.
- 92 iv. Forestine Delmas, born 1886 in Pascagoula, Jackson Co Miss; died in Pascagoula, Jackson Co Miss.
- 93 v. Jeff Delmas, born 1887 in Pascagoula, Jackson Co Miss; died 1934 in Pascagoula, Jackson Co Miss. He married Vivian Clark; born 1900; died 1934.
- 94 vi. Leonard Martin Delmas, born November 12, 1894 in Pascagoula, Jackson Co Miss; died October 16, 1897 in Pascagoula Greenwood Cem.
- 95 vii. Randolph Delmas, born 1897 in Pascagoula, Jackson Co Miss; died in Pascagoula, Jackson Co Miss. He married Grace Hudson; born 1904; died in Pascagoula, Jackson Co Miss.
- 96 viii. Lee Delmas, born 1900 in Pascagoula, Jackson Co Miss; died in Pascagoula, Jackson Co Miss. He married Augusta Bell Miller; born 1910.

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35. Mary Louise⁴ Grant (Helaire Krebs³, Washington Franklin², John¹) was born April 08, 1878 in Pascagoula Jackson Co Miss. She married **Barth Julian Larson** April 29, 1908 in Pascagoula, Jackson Co, Miss. He was born April 13, 1874, and died May 16, 1949.

Children of Mary Grant and Barth Larson are:

- 97 i. Marie Louise⁵ Larson, born February 20, 1909.
- 98 ii. Melvin Grant Larson, born February 16, 1911.
- 99 iii. Herman Colle Larson, born January 17, 1913.
- 100 iv. Elsie Irene Larson, born January 12, 1915.
- 101 v. Barth Julian Larson, Jr., born April 01, 1917.

40. Mary Edith⁴ Davis (Elizabeth Mary³ Grant, Washington Franklin², John¹) was born September 05, 1868, and died February 20, 1946. She married **Fenwick Tattnall Nichols** November 14, 1889. He was born January 02, 1857, and died October 02, 1929.

Children of Mary Davis and Fenwick Nichols are:

- 102 i. Edith Davis⁵ Nichols, born August 11, 1890. She married Herbert B. Bainbridge; born September 28, 1886; died January 18, 1951.
- 103 ii. Fenwick Tattnall Nichols, Jr., born June 25, 1892; died November 15, 1949. He married Lillian Askew; born January 16, 1892.

41. Gertrude Gertie⁴ Davis (Elizabeth Mary³ Grant, Washington Franklin², John¹) was born September 12, 1869, and died March 22, 1946. She married **Sylvester Joseph Bourgeois**. He was born July 27, 1872, and died April 01, 1935.

Children of Gertrude Davis and Sylvester Bourgeois are:

- + 104 i. John Grant⁵ Bourgeois, born January 07, 1902; died June 08, 1950.
- 105 ii. Sylvester J. Bourgeois, Jr., born October 16, 1903. He married Elaine Baxter 1925.
- + 106 iii. Mary Elodie Bourgeois, born August 10, 1905.
- 107 iv. Louis A. Bourgeois, born December 21, 1907. He married Blanche Fox

42. Frank Pratt⁴ Davis, Jr. (Elizabeth Mary³ Grant, Washington Franklin², John¹) was born September 10, 1872, and died March 31, 1919. He married **Ella Smith** April 13, 1898. She was born February 07, 1873, and died February 29, 1956.

Children of Frank Davis and Ella Smith are:

- + 108 i. Ella Metta⁵ Davis, born February 20, 1899.
- 109 ii. Frank Pratt Davis III, born October 26, 1901; died October 13, 1951. He married Blanche Parrish
- + 110 iii. Elizabeth Davis, born December 22, 1905.

43. Mary Mamie Grant⁴ Davis (Elizabeth Mary³ Grant, Washington Franklin², John¹) was born August 17, 1875. She married **Samuel Nye Bass** August 15, 1904. He was born June 27, 1875, and died June 11, 1954.

Child of Mary Davis and Samuel Bass is:

- 111 i. Mary Belle⁵ Bass, born August 27, 1910.

44. Louis Grevenburg⁴ Davis (Elizabeth Mary³ Grant, Washington Franklin², John¹) was born November 08, 1881, and died October 13, 1930. He married **Barbara Schneider**.

Child of Louis Davis and Barbara Schneider is:

- 112 i. Louis Grevenburg⁵ Davis, Jr., born June 04, 1919. He married Carolyn Roberts

45. Harry Dreese⁴ Davis (Elizabeth Mary³ Grant, Washington Franklin², John¹) was born February 05, 1877, and died June 21, 1956. He married **Fannie Wise** February 22, 1903. She was born June 20, 1878.

Children of Harry Davis and Fannie Wise are:

- + 113 i. Harry Francis⁵ Davis, born October 15, 1912.
- + 114 ii. Thomas Eldon Davis, born January 16, 1916.

46. Randolph Natilli⁴ Davis (Elizabeth Mary³ Grant, Washington Franklin², John¹) was born April 09, 1886, and died February 09, 1955. He married **Claudia Harrell** January 23, 1919. She was born September 29,

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1890, and died September 12, 1955.

Children of Randolph Davis and Claudia Harrell are:

- 115 i. Elizabeth Grant⁵ Davis, born December 17, 1919. She married Jesse Lee Griffin
- + 116 ii. Grant Davis, born April 29, 1926.

48. Katherine Falligant⁴ Dreese (Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born 1880. She married **Albert Sidney Cooper** July 17, 1901. He died 1958.

Children of Katherine Dreese and Albert Cooper are:

- + 117 i. Mary Grant⁵ Cooper, born May 30, 1902.
- + 118 ii. Vice Admiral William Goodman Cooper, born July 22, 1903.
- + 119 iii. Catherine Dreese Cooper, born September 29, 1908.
- + 120 iv. Sarah Dreese Cooper, born April 30, 1911.

50. Harry S.⁴ Dreese, Jr. (Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born May 05, 1883, and died October 13, 1944. He married **Emily A. Askew** November 21, 1912.

Child of Harry Dreese and Emily Askew is:

- + 121 i. H. Stockton⁵ Dreese III, born July 13, 1918.

52. Sarah Ann Wayman⁴ Dreese (Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born August 12, 1892. She married **Douglas Chalmers** November 18, 1918. He was born January 18, 1891, and died December 21, 1936.

Children of Sarah Dreese and Douglas Chalmers are:

- + 122 i. Ann⁵ Chalmers, born May 24, 1917.
- + 123 ii. Rachel Grant Chalmers, born March 25, 1918.

54. Charles A.⁴ Greiner, Jr. (Bella Isabella³ Grant, John Lafayette², John¹) He married **Josie Allen**.

Child of Charles Greiner and Josie Allen is:

- 124 i. Zoe Delphine⁵ Greiner, born December 14, 1872; died June 19, 1902 in Pascagoula Greenwood Cem. She married George R. Thompson

57. William Jesse⁴ Grant (Robert³, John Lafayette², John¹) was born June 19, 1875. He married **Elizabeth Baltar**. She was born November 28, 1880.

Children of William Grant and Elizabeth Baltar are:

- 125 i. Marguerite Baltar⁵ Grant, born February 04, 1903. She married Henry Baldwin Curtis; born 1894.
- 126 ii. William Jesse Grant, Jr., born May 18, 1906. He married Mary Griffin Dantzler; born July 27, 1904.
- 127 iii. Leslie Baltar Grant, born January 25, 1908. He married Vera Leola Bond; born July 13, 1909.

63. John Oliver⁴ Grant, Jr. (John Oliver³, John Lafayette², John¹) was born 1898. He married **Rose Rita Kenny**.

Children of John Grant and Rose Kenny are:

- 128 i. Gloria⁵ Grant. She married H. B. Moore, Jr.
- + 129 ii. John Oliver Grant III, born 1933.

64. Adelaide Grant⁴ Jouillian (Lillian³ Foster, Susan Frances² Grant, John¹) She married **Rufus E. O'Ferrell, Sr.**

Children of Adelaide Jouillian and Rufus O'Ferrell are:

- 130 i. Rufus E.⁵ O'Ferrell, Jr., died in World War II.
- 131 ii. Shirley O'Ferrell.

69. Mary Mamie E.⁴ Foster (Olivia³ Delmas, Mary Elizabeth² Grant, John¹) was born 1870, and died 1936 in Pascagoula Greenwood Cem. She married **James Ira Ford**. He was born 1862, and died 1915 in Pascagoula Greenwood Cem.

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Child of Mary Foster and James Ford is:

- 132 i. Olivia⁵ Ford, born 1894; died 1942 in Pascagoula Greenwood Cem.

Generation No. 5

104. John Grant⁵ Bourgeois (Gertrude Gertie⁴ Davis, Elizabeth Mary³ Grant, Washington Franklin², John¹) was born January 07, 1902, and died June 08, 1950. He married **Flo Collins**.

Children of John Bourgeois and Flo Collins are:

- 133 i. Diane Mary⁶ Bourgeois. She married Joaquin Campoy
- 134 ii. John Collins Bourgeois.

106. Mary Elodie⁵ Bourgeois (Gertrude Gertie⁴ Davis, Elizabeth Mary³ Grant, Washington Franklin², John¹) was born August 10, 1905. She married **Frank Emmett Neelie, Jr.** He died April 08, 1954.

Children of Mary Bourgeois and Frank Neelie are:

- 135 i. Mary Elodie⁶ Neelie. She married Raymond Uzee
- 136 ii. Frances Catherine Neelie. She married August C. Englehardt
- 137 iii. Caroline Neelie. She married Dominic Scariand
- 138 iv. Susan Ann Neelie.
- 139 v. Frances E. Neelie III.

108. Ella Metta⁵ Davis (Frank Pratt⁴, Elizabeth Mary³ Grant, Washington Franklin², John¹) was born February 20, 1899. She married **Clifford Adkinson**.

Child of Ella Davis and Clifford Adkinson is:

- + 140 i. Clifford⁶ Adkinson, Jr..

110. Elizabeth⁵ Davis (Frank Pratt⁴, Elizabeth Mary³ Grant, Washington Franklin², John¹) was born December 22, 1905. She married **Ralph Messick**.

Child of Elizabeth Davis and Ralph Messick is:

- 141 i. Beverly Smith⁶ Messick.

113. Harry Francis⁵ Davis (Harry Dreese⁴, Elizabeth Mary³ Grant, Washington Franklin², John¹) was born October 15, 1912. He married **Anna Fuselier**. She was born March 05, 1929.

Children of Harry Davis and Anna Fuselier are:

- 142 i. Rita⁶ Davis, born October 27, 1952; died October 28, 1952.
- 143 ii. Harry F. Davis, Jr., born September 30, 1955.
- 144 iii. Michael Lawrence Davis, born June 14, 1950.

114. Thomas Eldon⁵ Davis (Harry Dreese⁴, Elizabeth Mary³ Grant, Washington Franklin², John¹) was born January 16, 1916. He married **Mildred Dorothy Vining**. She was born August 26, 1920.

Children of Thomas Davis and Mildred Vining are:

- 145 i. Thomas E.⁶ Davis, Jr., born June 19, 1947.
- 146 ii. Frances Claire Davis, born July 03, 1956.

116. Grant⁵ Davis (Randolph Natilli⁴, Elizabeth Mary³ Grant, Washington Franklin², John¹) was born April 29, 1926. He married **Rachel Getty**.

Child of Grant Davis and Rachel Getty is:

- 147 i. Grant⁶ Davis, Jr..

117. Mary Grant⁵ Cooper (Katherine Falligant⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born May 30, 1902. She married **Leslie Borton Jones** December 31, 1924. He was born December 26, 1901.

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Children of Mary Cooper and Leslie Jones are:

- + 148 i. Leslie B.⁶ Jones, Jr., born August 18, 1927.
- + 149 ii. Sidney Cooper Jones, born April 15, 1929.

118. Vice Admiral William Goodman⁵ Cooper (Katherine Falligant⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born July 22, 1903. He married **Lois Luther** October 19, 1929.

Children of William Cooper and Lois Luther are:

- + 150 i. William G.⁶ Cooper, Jr., born September 13, 1931.
- 151 ii. Ann Cooper. She married William McDonould September 20, 1958.
- 152 iii. John Luther Cooper, born March 25, 1941.

119. Catherine Dreese⁵ Cooper (Katherine Falligant⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born September 29, 1908. She married **Terrell Constatine Wesley, Jr.** April 04, 1934. He was born May 26, 1907, and died February 22, 1957.

Children of Catherine Cooper and Terrell Constatine Wesley are:

- + 153 i. Terrell C.⁶ Wesley III, born March 11, 1938.
- 154 ii. Sidney Cooper Wesley, born July 04, 1939. She married Robert Charles Boozer October 06, 1961.
- 155 iii. Joseph Tull Wesley, born August 29, 1941.
- 156 iv. William Cooper Wesley, born November 23, 1950.

120. Sarah Dreese⁵ Cooper (Katherine Falligant⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born April 30, 1911. She married **Frederick Reese Freyer** December 05, 1937. He was born 1908.

Children of Sarah Cooper and Frederick Freyer are:

- 157 i. Frederick R.⁶ Freyer, Jr., born July 29, 1959.
- 158 ii. Robert Arnold Freyer, born February 19, 1942.

121. H. Stockton⁵ Dreese III (Harry S.⁴, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born July 13, 1918. He married **Amelia Whooten** May 17, 1941.

Child of H. Dreese and Amelia Whooten is:

- 159 i. Amelia Aldrich⁶ Dreese, born November 18, 1941.

122. Ann⁵ Chalmers (Sarah Ann Wayman⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born May 24, 1917. She married **Clifford H. Joyner**.

Children of Ann Chalmers and Clifford Joyner are:

- 160 i. Ann Douglas⁶ Joyner, born September 07, 1942.
- 161 ii. Katherine Chalmers Joyner, born 1945.

123. Rachel Grant⁵ Chalmers (Sarah Ann Wayman⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born March 25, 1918. She married **Thorne C. Kitchell**.

Children of Rachel Chalmers and Thorne Kitchell are:

- 162 i. Mary Grant⁶ Kitchell, born July 23, 1942.
- 163 ii. Thomas C. Kitchell, Jr., born November 03, 1949.

129. John Oliver⁵ Grant III (John Oliver⁴, John Oliver³, John Lafayette², John¹) was born 1933. He married **Elaine Theresa Brunell**.

Child of John Grant and Elaine Brunell is:

- 164 i. John Lafayette⁶ Grant, born 1961.

Generation No. 6

140. Clifford⁶ Adkinson, Jr. (Ella Metta⁵ Davis, Frank Pratt⁴, Elizabeth Mary³ Grant, Washington Franklin², John¹) He married **Delphine Clark**.

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Child of Clifford Adkinson and Delphine Clark is:

- 165 i. Clifford⁷ Adkinson III. He married Anne

148. Leslie B.⁶ Jones, Jr. (Mary Grant⁵ Cooper, Katherine Falligant⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born August 18, 1927. He married **Joyce Ann Bagley** August 14, 1948.

Children of Leslie Jones and Joyce Bagley are:

- 166 i. Mary Katherine⁷ Jones, born September 05, 1949.
167 ii. Rebecca Ann Jones, born August 15, 1952.
168 iii. Leslie B. Jones III, born June 22, 1955; died March 19, 1959.
169 iv. Karen Elizabeth Jones, born August 11, 1956.
170 v. Leslie Garrett Jones, born August 01, 1959.

149. Sidney Cooper⁶ Jones (Mary Grant⁵ Cooper, Katherine Falligant⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born April 15, 1929. He married **Ruth Worsham Moore** April 14, 1957.

Child of Sidney Jones and Ruth Moore is:

- 171 i. Sidney C.⁷ Jones, Jr., born December 10, 1957.

150. William G.⁶ Cooper, Jr. (William Goodman⁵, Katherine Falligant⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born September 13, 1931. He married **Marion Elizabeth Wilson** April 01, 1955.

Child of William Cooper and Marion Wilson is:

- 172 i. Katherine⁷ Cooper, born November 05, 1955.

153. Terrell C.⁶ Wesley III (Catherine Dreese⁵ Cooper, Katherine Falligant⁴ Dreese, Rachel Nannie B.³ Grant, Washington Franklin², John¹) was born March 11, 1938. He married **Martha Frances Martin** July 31, 1959.

Child of Terrell Wesley and Martha Martin is:

- 173 i. Susan Daniel⁷ Wesley, born August 23, 1960.

Endnotes

1. T. R. Bainbridge Charts, 1960, Capt. John Grant was born in Chester Co, PA.

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DR. MARK McCulloh
911 WHITE OAK LN.
MOORSVILLE, N.C.
28115
DAVIDSON COLLEGE

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Family Outlines from Family Bibles, etc.

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4. Frank David Dreese, b. 2-18-1885; d. 6-15-1898
4. Sarah Ann Wayman Dreese, b. 8-12-1892; m. 11-18-1918, Wm. Douglas Chalmers, b. 1-18-1891; d. 12-21-1936
5. Ann Chalmers, b. 5-24-1917; m. Clifford H. Joyner
6. Ann Douglas Joyner, b. 9-7-1942
6. Katherine Chalmers Joyner, b. 1945
5. Rachel Grant Chalmers, b. 3-25-1918; m. Thorne C. Kitchell
6. Mary Grant Kitchell, b. 7-23-1942
6. Thomas C. Kitchell, Jr., b. 11-3-1949
2. Mary Elizabeth Grant, b. 1823 in Md.; m. John B. Delmas, b. 1817; d. 1908. (See Delmas line for children)
2. Rachel Rebecca Grant, b. 5-5-1823; d. 11-13-1857; m. John C. Borum
2. John Lafayette Grant, b. 8-15-1825, in Baltimore; d. 1-14-1905; m. Delphine Krebs, b. 1825; d. 12-14-1890
3. Bella Grant, died 1952; m. Charles A. Greiner
4. Louise Greiner, b. 1871; d. 1948; m. A. D. Saucier
4. Charles A. Greiner, Jr., m. Josie Allen
5. Delphine Greiner, d. 6-19-1929; m. George R. Thompson
4. Bella Greiner, nm.
4. Fanny Greiner, m. Miles Hand
3. Robert Grant, b. 1857; d. 1931(?); m. Lydie Landridge
4. William Jesse Grant, b. 6-19-1875; d. 10-1-1932; m. Elizabeth Baltar, b. 11-28-1880
5. Marguerite Baltar Grant, b. 2-4-1903; m. Henry Baldwin Curtis, b. 1894
5. William Jesse Grant, Jr., b. 5-18-1906; m. Mary Griffin Dantzler, b. 7-27-1904
5. Leslie Baltar Grant, b. 1-25-1908; m. Vera Leola Bond, b. 7-13-1909
3. Zoa Grant, b. 1847; d. 1925; m. Elvin Maxwell
3. Mary Grant, b. 1853; d. 1935; m. Charles McClothan
3. Eddie Grant, b. 1856; m. Isabella Kener
3. Octavia Grant, b. 10-6-1857; d. 10-9-1925; m. Stephen G. Cole, b. 1-26-1861; d. 1901
3. Richard Grant, b. 1860; d. 1918; m. Liza Landridge
4. Forrest Grant, m. Catherine Cole, b. 1886; d. 1905
4. Nannie Grant, m. Oliver Krebs
4. Julia Grant, m. _____ Crane
4. _____ Grant, m. Irving Canty
3. John Grant, b. 1866; d. 1948; m. Lucretia Krebs
2. Isabella Queen Grant, b. 7-25-1838; d. 5-20-1902; m. Julius Willis, b. 7-20-1812; d. 3-27-1881
3. Julius Disney Willis, b. 5-15-1857; d. 9-15-1903
3. W. Irving Willis, b. 2-6-1860; d. 7-19-1896
3. Horace L. Willis, b. 3-7-1863; d. 9-7-1875
2. Susan Frances Grant, b. 8-15-1826; d. 4-10-1865; m. Capt. John Foster
3. Lillian Foster, m. Edward Carey Jouillian, Sr.
4. Adelaide Grant Jouillian, m. Rufus E. O'Ferrell, Sr.
5. Rufus E. O'Ferrell, Jr.; killed in WW II
5. Shirley O'Ferrell
4. John Foster Jouillian
4. Phillip A. Jouillian
4. Mrs. John Swanzy (161 Benachi Ave., Biloxi)
4. Mrs. Leslie Quave

*Mary Ellen
 2nd
 Fred Weston*

Biographical Sketch

Captain John Grant, b. 1796 in Chester Co., Pa.; at 12 years of age became the chief support of his mother and eight brothers and sisters; at 14 was repairing the machinery in a woolen mill; at 20 was married and working on the improving of the scoop dredges in Baltimore harbor; perfected a dredge still in use today.

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

Four Centuries on the Pascagoula Vol II p.1883
Edited by Cyril Edward Cain c.1962

Grant - pg. - 1

GRANT

1. John Grant, b. 11-25-1796 in Chester Co., Pa.; d. 4-4-1887 in Pascagoula; m. 1815, Elizabeth Disney, b. 1794; d. 11-29-1869; m(2), Mrs. Lucy A. Davis Dorphley; all children by first wife.
2. Eliza Ann Grant; nothing known of birth or death.
2. Washington Franklin Grant, b. 7-1-1820; d. 7-18-1860; m. 4-18-1846, Mary Krebs, b. 1823 (1825); d. 2-27-1900
3. John Calhoun Grant, b. 1841 or 1842; d. 11-3-1862 as prisoner of war; belonged to Co. L, 27th Miss. Reg't (Twiggs Rifles).
3. Hilaire Krebs Grant, b. 11-5-1842; d. 3-31-1926; m. 2-18-1873, Mary Louise Krebs, (first cousin), b. 1-3-1851; d. 9-18-1918
4. Washington Joseph Grant, b. 1-28-1874; d. 8-21-1890; nm.
4. Mary Louise Grant, b. 4-8-1878; m. 4-29-1908, Barth Julian Larson, b. 4-13-1874; d. 5-16-1849
5. Marie Louise Larson, b. 2-20-1909
5. Melvin Grant Larson, b. 2-16-1911
5. Herman Colle Larson, b. 1-17-1913
5. Elsie Irene Larson, b. 1-12-1915
5. Barth Julian Larson, Jr., b. 4-1-1917
4. Lucie Ann Grant, b. 10-9-1883; d. 4-8-1954; m. 3-27-1935, Edward McCarvell, b. 6-16-1875; d. 11-9-1953
4. Harry Francis Grant, b. 2-19-1886; d. 3-17-1940; m. 3-14-1911, Nannie Ora Turner
5. Harry Francis Grant, Jr., b. 6-12-1919
4. Adele Elizabeth Grant, b. 4-3-1893; not married
3. Elizabeth Mary Grant, b. 8-12-1846; d. 8-3-1916; m. 10-31-1867, Frank Pratt Davis. (See Frank Pratt Davis line for children)
3. William Henry Grant, b. 3-16-1850; d. 9-2-1853
3. Rachel (Nannie) B. Grant, b. 6-1-1852; d. 2-27-1937; m. Harry Stockton Dreese, b. 7-11-1845; d. 9-5-1914
4. Marie Grant Dreese, b. 1876; d. 11-14-1958; nm.
4. Katherine Dreese, b. 1880; m. 7-17-1901, Albert Sidney Cooper, d. 1958
5. Mary Grant Cooper, b. 5-30-1902, Leslie Burton Jones
6. Leslie Burton Jones, Jr., b. 3-15-1927; m. Joyce Ann Bagley
6. Sidney Cooper Jones
5. V-Adm. Wm. Goodman Jones, b. 7-22-1903; m. 10-19-1929, Luther
5. Catherine Dreese Cooper, b. 9-29-1908; m. 12-5-1937, Frederick Reese
4. Frederick Krenson Dreese, b. 11-16-1878; d. 1-12-1947; m. Emily Gilly, d. 1945
4. Harry S. Dreese, Jr., b. 5-5-1883; d. 10-13-1944; m. 11-21-1912, Emily A. Askew
5. Stockton Dreese, III, b. 7-13-1918; m. 5-17-1941, Amelia Whooten
6. Amelia Aldrich Dreese, b. 11-18-1941

4. Frank David Dreese, b. 2-18-1885; d. 6-15-1898
4. Sarah Ann Wayman Dreese, b. 8-12-1892; m. 11-18-1918, Wm. Douglas Chalmers, b. 1-18-1891; d. 12-21-1936
5. Ann Chalmers, b. 5-24-1917; m. Clifford H. Joyner
6. Ann Douglas Joyner, b. 9-7-1942
6. Katherine Chalmers Joyner, b. 1945
5. Rachel Grant Chalmers, b. 3-25-1918; m. Thorne C. Kitchell
6. Mary Grant Kitchell, b. 7-23-1942
6. Thomas C. Kitchell, Jr., b. 11-3-1949
2. Mary Elizabeth Grant, b. 1823 in Md.; m. John B. Delmas, b. 1817; d. 1908. (See Delmas line for children)
2. Rachel Rebecca Grant, b. 5-5-1823; d. 11-13-1857; m. John C. Borum
2. John Lafayette Grant, b. 8-15-1825, in Baltimore; d. 1-14-1905; m. Delphine Krebs, b. 1825; d. 12-14-1890
3. Bella Grant, died 1952; m. Charles A. Greiner
4. Louise Greiner, b. 1871; d. 1948; m. A. D. Saucier
4. Charles A. Greiner, Jr., m. Josie Allen
5. Delphine Greiner, d. 6-19-1929; m. George R. Thompson
4. Bella Greiner, nm.
4. Fanny Greiner, m. Miles Hand
3. Robert Grant, b. 1857; d. 1931(?); m. Lydie Landridge
4. William Jesse Grant, b. 6-19-1875; d. 10-1-1932; m. Elizabeth Baltar, b. 11-28-1880
5. Marguerite Baltar Grant, b. 2-4-1903; m. Henry Baldwin Curtis, b. 1894
5. William Jesse Grant, Jr., b. 5-18-1906; m. Mary Griffin Dantzler, b. 7-27-1904
5. Leslie Baltar Grant, b. 1-25-1908; m. Vera Leola Bond, b. 7-13-1909
3. Zoa Grant, b. 1847; d. 1925; m. Elvin Maxwell
3. Mary Grant, b. 1853; d. 1935; m. Charles McClothan
3. Eddie Grant, b. 1856; m. Isabella Kener
3. Octavia Grant, b. 10-6-1857; d. 10-9-1925; m. Stephen G. Cole, b. 1-26-1861; d. 1901
3. Richard Grant, b. 1860; d. 1918; m. Liza Landridge
4. Forrest Grant, m. Catherine Cole, b. 1886; d. 1905
4. Nannie Grant, m. Oliver Krebs
4. Julia Grant, m. Crane
4. Grant, m. Irving Canty
3. John Grant, b. 1866; d. 1948; m. Lucretia Krebs
2. Isabella Queen Grant, b. 7-25-1838; d. 5-20-1902; m. Julius Willis, b. 7-20-1812; d. 3-27-1881
3. Julius Disney Willis, b. 5-15-1857; d. 9-15-1903
3. W. Irving Willis, b. 2-6-1860; d. 7-19-1896
3. Horace L. Willis, b. 3-7-1863; d. 9-7-1875
2. Susan Frances Grant, b. 8-15-1826; d. 4-10-1865; m. Capt. John Foster
3. Lilliam Foster, m. Edward Carey Jouillan, Sr.
4. Adelaide Grant Jouillan, m. Rufus E. O'Ferrell, Sr.
5. Rufus E. O'Ferrell, Jr.; killed in WW II
5. Shirley O'Ferrell
4. John Foster Jouillan
4. Phillip A. Jouillan
4. Mrs. John Swanzy (161 Benachi Ave., Biloxi)
4. Mrs. Leslie Quave

Biographical Sketch

Captain John Grant, b. 1796 in Chester Co., Pa.; at 12 years of age became the chief support of his mother and eight brothers and sisters; at 14 was repairing the machinery in a woolen mill; at 20 was married and working on the improving of the scoop dredges in Baltimore harbor; perfected a dredge still in use today.

In 1827 the U. S. Government sent him to Mobile to build dredges to be used along the Gulf Coast; in 1829 employed to build a railroad from New Orleans to Lake Pontchartrain and as superintendent of this road made many changes for the improvement of handling freight.

In 1838 began the dredging of a six-foot channel to connect Mobile and the Mississippi Sound, which had been pronounced impossible; the completed channel is known today as Grant's Pass.

In 1840 moved his family to Pascagoula; dredged the east branch of Pascagoula River and thus diverted shipping from Gautier on the west branch.

John Grant has the distinction of having belonged at different times to the legislatures of three different states, Mississippi, Alabama, and Louisiana; was living in Louisiana at the outbreak of the Civil War, operating steamers across Lake Pontchartrain from New Orleans to Covington, La.

While his sons-in-law and grandsons were fighting for the Confederacy, he remained loyal to the North and, in consequence, lost almost all his property.

John Grant is buried in the Grant cemetery in Pascagoula where a monument marks his grave and many of his children and a Historic Marker nearby commemorates the main events of his life.

Sources of Data: Cemeteries; obituaries; newspaper articles; Mrs. Henry Gautier; Mr. T. R. Bainbridge, Kingsport, Tenn.

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

DATE 1963
NAME OF PERSON SUBMITTING CHART Dorothy Schneider Marshall
STREET ADDRESS 7710 Folkest one Lane
CITY Houston, Texas STATE --77034

NO. 1 ON THIS CHART IS
THE SAME PERSON AS NO. _____

ON CHART NO. _____

1 Dorothy E. Marshall
BORN 1-16-1918
WHERE Victoria, Texas
WHEN MARRIED 7-15-1938
DIED _____
WHERE _____
NAME OF HUSBAND OR WIFE Wilton Ray Marshall
BORN 9-29-1913
WHERE Carthage, Texas

GIVE HERE NAME OF RECORD OR
BOOK WHERE THIS INFORMATION
WAS OBTAINED. REFER TO NAMES
BY NUMBER.

2 Erle Henry Schneider
BORN 12-26-1893
WHERE Victoria, Texas
WHEN MARRIED 6-7-1916
DIED 11-27-1942
WHERE Victoria, Texas

3 Ethel Elizabeth Williams
BORN 11-3-1895
WHERE Victoria, Texas
DIED 12-16-1955
WHERE VICTORIA, TX

4 Chas. Fred. Schneider
BORN 4-3-1858
WHERE Victoria, Tex
WHEN MARRIED _____
DIED 2-3-1924
WHERE Victoria, Texas

5 Emilie Klein
BORN 11-29-1867
WHERE Prussia
DIED 1-3-1944
WHERE Victoria, Texas

6 John Ruthevin Williams
BORN 9-1-1871
WHERE Houston, Texas
WHEN MARRIED 1-31-1894
DIED 1-26-1931
WHERE Houston, Texas

7 Effie Winn
BORN 4-9-1878
WHERE Nashville, Tenn.
DIED 8-23-1960
WHERE Victoria, Texas

8 J. H. Schneider
BORN 1822
WHERE Switzerland
WHEN MARRIED _____
DIED 1901
WHERE Victoria, Texas

9 Wilhelmine Maronde
BORN 1834
WHERE Germany
DIED 1893
WHERE _____

10 Samuel Klein
BORN _____
WHERE _____
WHEN MARRIED _____
DIED Victoria, Tex
WHERE Victoria, Texas

11 Fredericka Dittmer
BORN _____
WHERE _____
DIED _____
WHERE _____

12 Benj. Frank Williams
BORN 1846
WHERE Pascagoula, Miss.
WHEN MARRIED 1-23-1867
DIED 4-15-1916
WHERE Victoria, Texas

13 Bette E. Needham
BORN 2-11-1848
WHERE Houston, Texas
DIED 8-26-1891
WHERE Houston, Texas

14 Wm. Edward Winn
BORN _____
WHERE _____
WHEN MARRIED _____
DIED _____
WHERE _____

15 Nova Flippin
BORN _____
WHERE _____

CHART NO. 1

16 _____
ABOVE NAME CONTINUED ON CHART

17 _____
ABOVE NAME CONTINUED ON CHART

18 Fred Maronde 1809-1871
ABOVE NAME CONTINUED ON CHART

19 Johanna 1812-1866
ABOVE NAME CONTINUED ON CHART

20 _____
ABOVE NAME CONTINUED ON CHART

21 _____
ABOVE NAME CONTINUED ON CHART

22 _____
ABOVE NAME CONTINUED ON CHART

23 _____
ABOVE NAME CONTINUED ON CHART

24 John F. Williams
ABOVE NAME CONTINUED ON CHART

25 Eliza Ann Grant - 1847
ABOVE NAME CONTINUED ON CHART

26 Needham
ABOVE NAME CONTINUED ON CHART

27 Hester Duke
ABOVE NAME CONTINUED ON CHART

28 _____
ABOVE NAME CONTINUED ON CHART

29 _____
ABOVE NAME CONTINUED ON CHART

30 Barne Flippin
ABOVE NAME CONTINUED ON CHART

31 _____
ABOVE NAME CONTINUED ON CHART

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

Begin with what you already know.
Fill out the chart as completely as you can.
Estimate dates and places, if necessary.
If you do not have enough information,
you may want to talk to a relative.

PEDIGREE CHART

Chart No. 2

Person Number 1 on this chart is the same as no. 16
on chart no. I

<p>2 <u>Williams</u></p> <p>Born: _____ Place: _____ Marr: _____ Place: _____ Died: <u>1859?</u> Place: _____</p> <p><u>Vet of War of 1812, Came to Tx. to bid on 1st state capital in Austin.</u></p>	<p>4</p> <p>Born: _____ Place: _____ Marr: _____ Place: _____ Died: _____ Place: _____</p>	<p>8</p> <p>Born: _____ Place: _____ Marr: _____ Place: _____ Died: _____ Place: _____</p>	<p>16 _____ 17 _____ 18 _____ 19 _____ 20 _____ 21 _____ 22 _____ 23 _____ 24 _____ 25 _____ 26 _____ 27 _____ 28 _____ 29 _____ 30 _____ 31 _____</p>
<p>1 <u>John F. Williams</u></p> <p>Born: <u>1815</u> Place: <u>Caroline Co., Va.</u> Marr: _____ Place: _____ Died: <u>July 8, 1892</u> Place: _____ Spouse: <u>Eliza Ann Grant</u> <u>Buried (Glenwood Cemetery)</u> <u>(Houston, Tx) 2</u></p>	<p>5</p> <p>Born: _____ Place: _____ Died: _____ Place: _____</p>	<p>9</p> <p>Born: _____ Place: _____ Died: _____ Place: _____</p>	
<p>3</p> <p>Born: _____ Place: _____ Died: _____ Place: _____</p>	<p>6</p> <p>Born: _____ Place: _____ Marr: _____ Place: _____ Died: _____ Place: _____</p>	<p>10</p> <p>Born: _____ Place: _____ Marr: _____ Place: _____ Died: _____ Place: _____</p>	
<p>7</p> <p>Born: _____ Place: _____ Died: _____ Place: _____</p>	<p>11</p> <p>Born: _____ Place: _____ Died: _____ Place: _____</p>	<p>12</p> <p>Born: _____ Place: _____ Marr: _____ Place: _____ Died: _____ Place: _____</p>	
	<p>13</p> <p>Born: _____ Place: _____ Died: _____ Place: _____</p>	<p>14</p> <p>Born: _____ Place: _____ Marr: _____ Place: _____ Died: _____ Place: _____</p>	
	<p>15</p> <p>Born: _____ Place: _____ Died: _____ Place: _____</p>		

Person Submitting Pedigree Chart:

HONE:

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

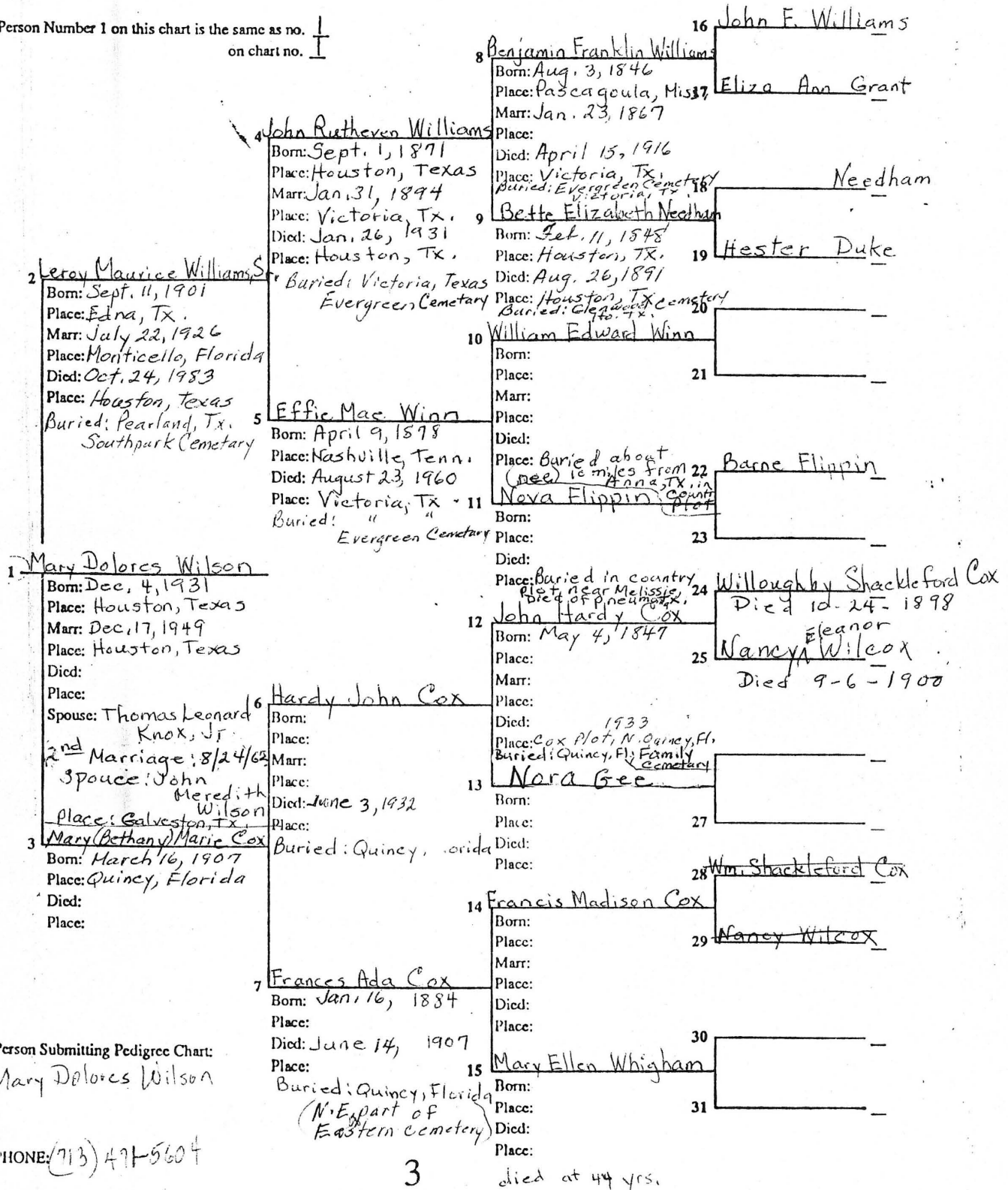
Begin with what you already know.
 Fill out the chart as completely as you can.
 Estimate dates and places, if necessary.
 If you do not have enough information,
 you may want to talk to a relative.

PEDIGREE CHART

Chart No. 1

Person Number 1 on this chart is the same as no. 1

on chart no. 1



Book: Four Centuries on the Pascagoula
Vol. II Call# Gen. 976.2/F773
by Cyril Edward Cain
1962
Reprinted 1983
The Reprint Co., Pub.
Spartenburg, S. Carolina

This book gives birth dates + places of
children as follows

Mary J. Williams - Miss - 1837

John P. Williams [?] Tenn. - 1844

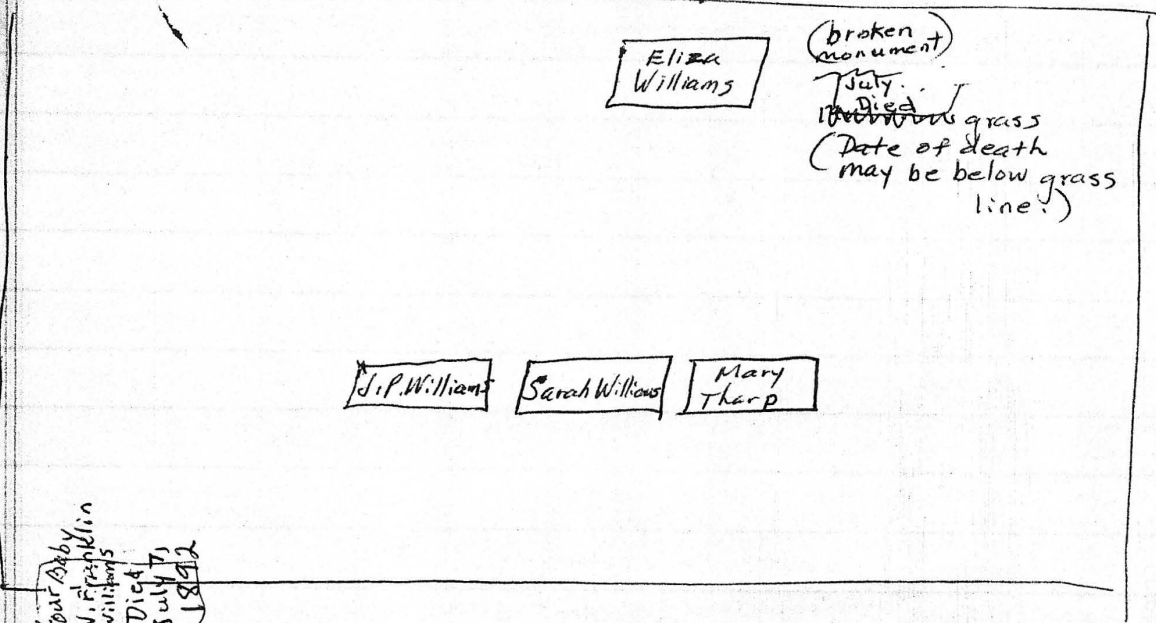
Benjamin J. Williams - Miss. - 1847

Sophie Williams - Miss - 1848

Book: "The History of Jackson County, Mississippi"
Call# Gen 976.2/H673

Mentioned in C 10 - F 175, 76.

July 03, 1991
Visited Greenwood Cemetery
2525 Washington
Houston, Texas, ph. 864-7886
Lot 270, West Ave. Section - Owner A. Williams
Monuments Standing



Information from monuments

J. P. Williams
Born 1844
Died 1934

Sarah A. Williams
wife of J. P. Williams
Born 1848
Died 1922

Mrs. Eliza A. Williams
Born 1817
Died 1896

Our Baby
J. Franklin Williams
~~Born~~ Died: July 7, 1892

Mary F. Sharp
Born Sept. 8, 1837
in E. Pascagoula, Miss.
Died: May 1, 1884
in Houston, Texas
wife of Elias Sharp

?
July 19, 1876
Died
?

Information from
Kell Clayton Library - No. 4,
6-28-91

1850
Miss. Census
p. 192

John (F.) Williams
Jac 004 NO TWPL

Pascagoula, Miss.
(Jackson Co.)

Census 22nd day of Aug. 1850

Household #57-

John Williams

son of John Bailey
Williams

Age 55 / Male / Carpenter

Value of Real Estate owned, \$300⁰⁰

Place of birth - Virginia

wife

Eliza Ann Grant →

Lisa Williams 33 / Female

Place of birth - Maryland

Others living in household

Mary F. Williams

Age 13, female

Place of birth - Miss.

John P. Williams

Age 6, male

Place of birth - Texas

Benjamin F. Williams

Age 3, male

Place of birth - Miss.

Sophrony Williams

Age 2, female

Place of birth - Miss.

This is a description of the pictures on the

¹⁹⁸⁹
Home of Ben J. Williams
401 Murray
Victoria, Tex.

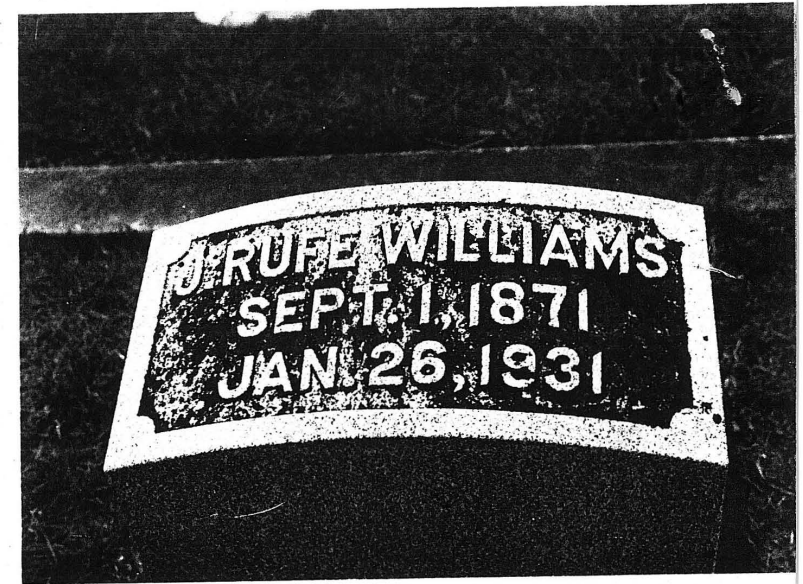
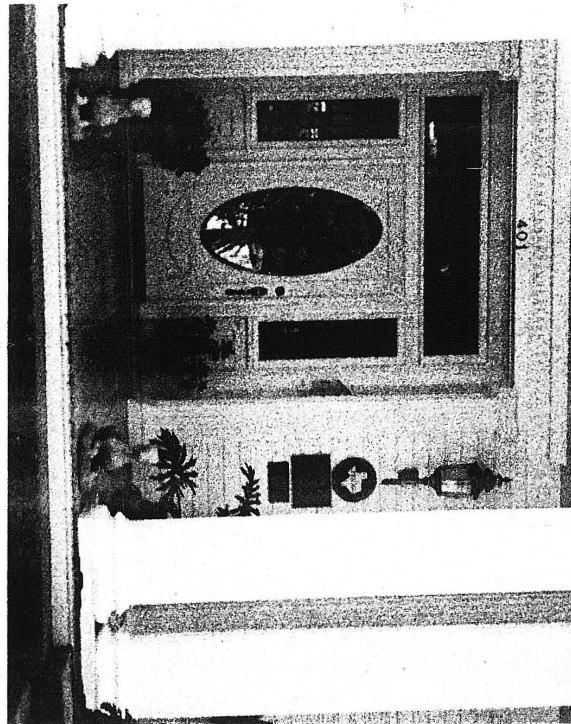
~~August~~
July 27, 1991
Grave marker of
Dodie's paternal grandfather
Evergreen Cemetery
Victoria, Tex.

¹⁹⁸⁹
Front entrance to home
of B. J. "Ben" Williams
(Dodie's Great Grandfather)
@ 401 Murray St. (corner of
Murray & De Leon)
Victoria, Texas
July, 1989

¹⁹⁸⁹
Home of Dodie's Great Grandfather
B. J. "Ben" Williams
@ corner of Murray + De Leon
in Victoria Texas
He was a member of
Texas 34th legislature in 1915.

¹⁹⁸⁹
Victoria, Texas
Home of J. R. + Effie Williams
303 Convent St.
(When Dodie's dad
lived as a young boy)

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Local History & Genealogy Department
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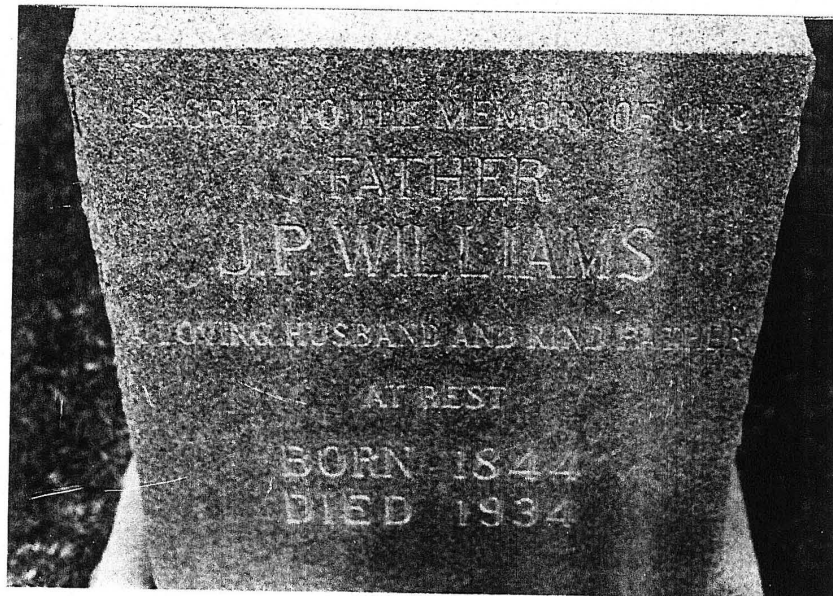
June, 1991
Gravestone of
Mary J. Williams Sharp,
sister of Dodie's
great grandfather,
Benjamin J. Williams
and daughter of
her great-great
grandparents
John J. & Eliza Williams
@ Glenwood Cemetery
Houston, Tx,
(Dodie's great aunt)

June 1991
Gravestone of Benjamin J.
Williams' brother & son of
John J. & Eliza Williams
Glenwood Cemetery
Houston, Tx,

(Dodie's Great Uncle)

This is a description of the pictures on the

Pascagoula Public Library
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GRANT-Williams

June, 1991

Gravemarker of Benjamin F.
Williams' brother, wife & daughter-in-law
John F. Eliza Williams
Glenwood Cemetery
Houston, Tex.

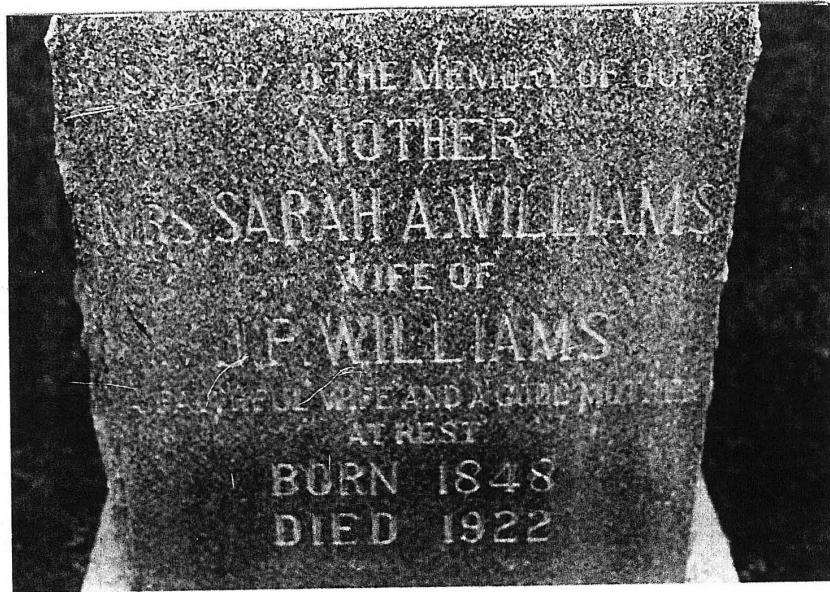
(Dodie's great aunt by marriage)

June, 1991

Gravemarker of Eliza A. Grant,
wife of John F. Williams,
mother of Benjamin F. Williams
& daughter of Capt. John Grant
Glenwood Cemetery
Victoria, Texas

(Dodie's great-great grandmother)

This is a description of the pictures on the



MARRIAGE LICENSE.

STATE OF MISSISSIPPI, }
JACKSON COUNTY. }

To any Judge, Minister, Justice or other Officer Lawfully Authorized to Celebrate the
Rites of Matrimony :

You are hereby authorized to celebrate the **RITES OF**
MATRIMONY between *Abraham Berger*
and *Martha Grant*, and you are hereby
required to transmit to the undersigned, Clerk of the Circuit Court of said County, or
his successor in office, a CERTIFICATE OF THE MARRIAGE of said parties within six
months after the celebration of the same, under the penalty in such cases provided.

Given under my hand and Seal of Office this *29th* day of *October* A. D., 189 /
W M Semy
Clerk Circuit Court.

By virtue of a License from the Clerk of the Circuit Court, I have this day
joined in the

HOLY STATE OF MATRIMONY

John Ed. Abraham Berger

AND

Martha Grant

Given under my Hand and Seal this *30th* day of *October* A. D., 189 /
Elder M E Cook
marks

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

Grant

PH: 601-762-3152
FAX: 601-769-2553
501 Krebs Ave. Pascagoula, MS

LEWIS PRINTING

Menge, Joslin	321	3rd Rep.
Menge "	311	" Orleans
Menge, Chas.	235	N.O.
Greene, Prudence	250	N.O.
Greene, Louise	259	N.O. 1st
Greene, Y.	374	3rd Rep.
Greene, Mr.	184	N.O.
Grinnon - Aud	250	STam

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

FamilyFinder Index

Individual	CD Description	CD #
Menge, Anthony	Census Index, United States Selected States/Counties, 1860	318
Menge, Anton C	Marriage Index: Selected Counties of Louisiana, 1718-1925	1
Menge, Beana	Marriage Index: Selected Counties of Louisiana, 1718-1925	1
Menge, Bernard H	Marriage Index: Selected Counties of Louisiana, 1718-1925	1
Menge, Charles	Marriage Index: Selected Counties of Louisiana, 1718-1925	1
Menge, Elizabeth	Marriage Index: Selected Co. of AR, CA, IA, LA, MN, MO, OR, TX, 1728-1	227
Menge, Elizabeth	World Family Tree: Volume 3, pre-1600 to present	WFT Volume 3
Menge, Friedrich	Marriage Index: Selected Co. of AR, CA, IA, LA, MN, MO, OR, TX, 1728-1	227
Menge, John	Census Index, United States Selected Counties, 1850	317
Menge, John F	Land Records: Arkansas, Florida, and Louisiana, 1812-1907	253
Menge, Joseph	Marriage Index: Selected Counties of Louisiana, 1718-1925	1
Menge, Joshua	Land Records: Arkansas, Florida, and Louisiana, 1812-1907	253
Menge, Joshua	World Family Tree: Volume 1, pre-1600 to present	WFT Volume 1

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Census Index: U.S. Selected Counties, 1850

Graner, Antony

State : LA
County : Orleans Par.
Location : New Orleans 6th Ward
Year : 1850
Page # : 299

Graner, Nicholas

State : LA
County : Jefferson Par.
Location : Lafayette 2nd Ward
Year : 1850
Page # : 147

Greiner, Frederic

State : LA
County : Orleans Par.
Location : New Orleans 6th Ward
Year : 1850
Page # : 250

Griner, Y.

State : LA
County : Orleans Par.
Location : 3rd Rep Dist
Year : 1850
Page # : 374

Grinner

State : LA
County : St. Tammany Par.
Year : 1850
Page # : 259

Grinner, August

State : LA
County : St. Tammany Par.
Year : 1850
Page # : 259

Grinner, Mike

State : LA
County : Jefferson Par.
Location : Lafayette 2nd Ward
Year : 1850
Page # : 136

Menge, John

State : LA
County : Orleans Par.
Location : 3rd Rep Dist
Year : 1850
Page # : 311

Menge, John

State : LA
County : Orleans Par.
Location : 3rd Rep Dist
Year : 1850
Page # : 321

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31 July 1850 NO LA Roll M 432 # 238 Page 596
3rd Mun 1st ward

	Mr. A. Fortune	30	f			Irland
	Mr. S. Fortune	17	f			Lo.
	Thomas B. Taylor	24	m	Har. Keeper		South Carolina
57 1212	<u>Louise Grimes</u> *	24	f	m		Lo. LA
	<u>Keller do</u>	45	f	m		Maryland
	Tom Gavin	32	f			New York
58 1214	Sarah do	13	f			" "
	Joanna do	9	f			" "
	Louisa do	12	f			" "
	George do	15	m	Carpenter		" "
	John Mannetter	51	f	m		" "
59 1215	J. A. Guibre	40	m	Carpenter		France
	Dennis do	10	m			Ireland
	J. do	7	m			Lo.
	C. do	24	f			" "
	Mr. H. do	8	f			" "
	E. Barnes	50	f			New York
60 1216	Joanna Grimet	48	f	m		Hart
61 1217	Co. Pleasant	35	f			Virginia
	Virginia Pleasant	18	f			Kentucky

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Grant Family

4th Ward 2nd Mun. 16 Aug 1850 New Orleans p. 235 - M432/Roll #237

	Alphonso "	32 m	"	"	"
	John Miller	24 m	"	"	"
	Oliver Racine	12 m			Louisiana
	Charles "	10 m			"
	Thomas "	4 m			"
	Alci Comely	16 m			Siskiman
	May Kervoy	20 f			"
492	Christian <u>Menges</u>	35 m	House	1000	Germany
	Edelaide "	36 f			Switzerland
493	Louisa Newman	45 f m		5000	Virginia
	Emma "	13 f m			Louisiana
	Victoria "	9 f m			"
	Rosa "	5 f m			"
	John Falden	30 f			Iceland
494	William Harris	46 f m	Steamboat Pilot		Ohio Island
	May "	35 f			England
495	Samuel Jones	38 m	Merchant		Dr. of Columbia
	Sarah "	35 f			"
	Patte "	19 m	Clark		"
	Josephine Whitney	15 f			Maine

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SCHEDULE 1.—Free Inhabitants in _____ **in the County of** Jackson
of Miss **enumerated by me, on the** 5 **day of** July **1860.** A. Ramsey
Post Office Olden Ferry

1	2	3	Description			7	Value of Estate Owned		10	11	12	13
			Age	Sex	White, black, or mulatto		Value of Real Estate	Value of Personal Estate				
1		Annies	3	f					Miss			
2	387	Thos Raby	6	m					Miss			
3		Robert	1	m								
4	390	J. J.	39	m		Butcher	1200	1000	"			
5		Estelle	25	f								
6		John P.	5	m								
7		Benjamin	3	f								
8		Rosa	1	f								
9	394	James Williams	45	m		Carpenter	2500	6000	Man			
10		Lucas H.	40	f		House Keeper						
11		Geo H.	2	m								
12		J. P. Jones	30	m		Subs.			S. G.			
13		James A. Tate	23	m								
14		Geo. W. Jones	23	m					Europe			
15		Stephen B. B. B.	20	m								
16		L. Alexander	23	m								
17		Wm. Lewis	28	m								
18		John W. Beatty	26	m								
19		Geo. Brown	35	m								
20		Thos. Fawcett	19	m					Europe			
21		Geo. Buckner	23	m					Europe			
22		John R. B.	25	m								
23	392	Nathan E. J.	28	m		Minister			Man			
24		Mr. J.	25	f					Man			
25		L. J.	12	f								
26	393	Wm. Brown	65	f		Farmer	1500	6000	Man			
27		Joseph	25	m								
28		Ann	22	f								
29		Esther	20	f								
30	394	E. W. Melton	27	m								
31		W. B.	27	f				1500				
32	395	Brandsen H.	49	m		Lab.						
33		Emma	26	f								
34		Lodish	22	f								
35	396	Mary J.	40	f								
36		Ravally	19	f								

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Page No. 53 in the County of Jackson State 929
SCHEDULE 1.—Free Inhabitants in
of Miss enumerated by me, on the 5 day of July 1880. W. H. Ramsey Agent Marshal
Post Office Grand Pascagoula

1	2	3	4			7	8		10	11			13
			1	2	3		Value of Real Estate	Value of Personal Estate		Male	Female	Under 18	
1	375 300	Mary Washington	15	f									
2		John	7	f									
3		Mary Washington	1	f									
4		John	4	m									
5	477 401	John Washington	51	m		Smith	2,500	100					
6		John	41	f									
7		B. H. Pickett	23	m									
8		John	15	f									
9		John	11	f									
10	400 400	James H. Pickett	47	m		none							
11		John	30	f									
12		John	7	m									
13		John	1	m									
14		John	6	f									
15		John	3	m									
16		John	1	f									
17	401 401	John Washington	47	m		family							
18		John	37	f									
19		John	1	m									
20		John	16	f									
21		John	5	m									
22	402 402	John Washington	57	m		Washington	2,000	100					
23		John	30	f									
24		John	17	f									
25		John	14	f									
26		John	8	m									
27		John	6	f									
28		John	4	f									
29	403 403	John Washington	54	m		Washington	2,500	100					
30		John	35	f									
31		John	19	m									
32		John	16	f									
33		John	13	f									
34		John	2	f									
35	404 404	John Washington	25	m		Washington	2,500						
36		John	17	f									
37		John	14	m									
38		John	9	f									
39		John	7	f									
40		John	6	m									

No. white males 17 No. colored males 1 No. foreign born 1 No. Irish 1
 No. white females 37 No. colored females 1 No. naturalized 1 No. German 1
 No. other race 0 No. other race 0 No. other race 0 No. other race 0

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Grant Family

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Page No. 53

SCHEDULE 1.—Free Inhabitants in _____ **in the County of** Jackson
of Miss **enumerated by me, on the** 5 **day of** July **1880.** H. P. Ramsey
Post Office Boat Pascagoula

Dwelling-house— numbered in the order of valuation.	Family numbered in order of valuation.	The name of every person whose usual place of abode on the first day of June, 1880, was in this family.	Description.			Profession, Occupation, or Trade of each person, male and female, over 15 years of age.	Value of Estate Owned.		Place of Birth, Naming the State, Territory, or Country.	Married within the year.	Attended School within the year.	Whether deaf and dumb, or insane, or blind, or other physical defect.
			Age.	Sex.	Color, (White, Black, or Indian.)		Value of Real Estate.	Value of Personal Estate.				
1	2	3	4	5	6	7	8	9	10	11	12	13
378	300	Mary Quintana	15	f								
		" Alice	7	f								
		Mary Virginia	1	f								
		Charles "	4	m								
379	401	Geo. A. Bernardi	53	m		Smith	\$1500	100	Me	✓		
		Mary	47	f								
		B. F. Bickett	23	m								
		May "	15	f								
		Alice "	11	f								
400	402	James Stephen	47	m		none			Me	✓		
		Ma "	30	f					Me			
		Alley "	7	m								
		Bernice "	8	m								
		Lisana "	6	f								
		Adrian "	3	m								
		Leanna "	1	f								
401	403	Julius Miller	42	m		jewelry			Me	✓		
		Isabella	27	f					Me			
		H. Grant	9	m								
		St. Anthony	16	f					Me	✓		
		Washington	3	m								
402	404	Washington Grant	37	m		carpenter	\$2000	100	Me	✓		
		Dolphine "	35	f					Me			
		Yoa "	17	f								
		Isabella "	15	f								
		Robert "	8	m								
		Mary "	6	f								
		Octavia "	4	f								
403	405	John B. "	25	m		carpenter	\$3500	100				
		Mary "	35	f								
		John C. "	17	m								
		Elijah "	15	f								
		E. B. "	13	f								
		R. B. "	12	f								
403	406	W. O. Grant	28	m		bricklayer	\$400		Me	✓		
		John "	17	f					Me			
		Lab. H. "	16	m								

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SCHEDULE 1.—Free Inhabitants in _____ **in the County of** Jackson
of Miss **enumerated by me, on the** 6 **day of** July **1880.** J. P. Ramsey
Post Office East Pascagoula

Dwelling-house numbered in the order of valuation.	Family numbered in the order of valuation.	The name of every person whose usual place of abode on the first day of June, 1880, was in this family.	Description.			Profession, Occupation, or Trade of each person, male and female, over 15 years of age.	Value of Estate Owned.		Place of Birth, Naming the State, Territory, or Country.	Married within the year.	Attended School within the year.	Persons over 20 yrs of age not present, and a note of their absence.
			Age.	Sex.	White, black, or mulatto.		Value of Real Estate.	Value of Personal Estate.				
1	2	3	4	5	6	7	8	9	10	11	12	13
1	410	413	Wm Lachin	40	m	Severed	2600		Miss			
2			Nancy "	32	f							
3			Chendy "	13	m							
4			Geo W "	7	m							
5			Livener "	7	f							
6			A. R. "	4	m							
7	411	414	Pin McQuarty	33	m	Bar. Keeper	3500	2000	Ireland			
8	412	415	A. Chastleton	46	m	Lawyer	4000		France			
9	413	416	W. C. Curtis	32	f		3000	6000	Law			
10			Edw. "	53	m				"			
11	414	417	W. C. Delmas	35	m	Merchant	2000	7000	France			
12			Thos. "	25	f							
13			Robert "	8	m							
14			Emmily "	6	f							
15			Mary "	4	f							
16	415	418	Josephine "	55	f							
17			Louise "	26	f							
18			E. J. "	26	m				France			
19	416	417	Edw. W. W. "	36	m		3000	1500				
20			M. B. B. "	25	m							
21			E. McNeal	25	m							
22	417	420	A. L. L. "	60	m				Law			
23	418	421	Thos. "	45	f	B			Miss			
24			E. J. "	18	m	B						
25	417	422	Catharine	60	m	B						
26			Margaret	60	f	"						
27			Jos.	30	m	"						
28			Russ	14	f	"						
29			Louise	25	m	"						
30	420	423	Margaret	60	f	B						
31			Margaret	10	f	"						
32	421	424	Russ	50	m	"						
33			Jagnot	30	m	"						
34	422	425	E. L. L. "	40	m	Carpenter			France			
35			Celia	32	f				Miss			
36			R. B. "	13	m							
37	423	426	A. P. L. "	40	m				Europe			

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Captain John Grant

(1796-1887)

1887

By Harold Grant

made corrections

Captain John Grant was called by many titles during his long life; he has been classified as a follower of several philosophies in his actions and thoughts. He was called "Captain" because he did occasionally take command of his schooner, *Florida*. Several inventions in the railroad industry that he pioneered in the South plus his dredge boat design won him the title "Inventor." People referred to him in his lifetime and still do as the "Father of East Pascagoula River Harbor" Because he dredged the mouth of the river making navigation feasible. Since he believed in doing what is practical, he has been described as a pragmatist. He was a religious mystic. Because he invested his own funds wisely and carefully in trade, economists state he was a *entrepreneur*. He was an unusual public servant - members of the Mississippi, Alabama, and Louisiana legislatures. He typified *noblesse obligé* - he built schools and ecumenical churches. The census reports list him as being a ship chandler, portmaster, carpenter, and steamboat captain. The newspapers of his time period write of him as a great public benefactor because of his enterprise in dredging Grant's Pass between Mobile Bay and the Mississippi Sound. His opposition to slavery, refusal to support either secession or the Confederacy, and his membership in Reconstruction legislatures in Louisiana and Alabama won him the derisive description as a Scalawag in certain areas of the South. There are many who believe that John Grant should be classified a prophet - the disaster he foresaw for the course of slavery, secession, and war was borne out by the course of the Civil War. At the age of 68, at the end of the war, Grant rose again like the Phoenix, recovering ^{SOME} much of his ^{FOR TUNE} fate. He died over the age of ninety in New Orleans, was buried beside his first wife, Elizabeth in Grant Cemetery in Pascagoula, several of his children are buried near him, fittingly, because Captain Grant said his favorite title was "Papa."

Grant was a self-taught practical engineer. He was born in Chester County, Pennsylvania, starting work at age nine when his father died in order to support his mother and eight siblings. Because he was so small, he crawled into machinery to repair it; he was sent to Baltimore to do practical engineering work by his employer in the woolen mills by the age of fourteen. Great things happened in Baltimore; he married Elizabeth Disney before he was twenty, learned marine engineering and ship construction on his own, and invented a scoop dredge with which he made improvements in Chesapeake Bay.

Dredge boats were the center of his work for several years. In 1826, he was sent to Sacketts Harbor, New York to construct and to command the first Federal dredge on the Great Lakes. Grant was sent by the Federal government to Mobile in 1827 at the age of twenty seven. He dredged a channel down the middle of Mobile Bay ending the costly necessity of lighters from Dauphin Island to Mobile.

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After dredging the Mobile Bay channel, Grant let his interests in steam, railroads, and transportation improvements cause him to construct and design the first steam railroad south of the Ohio River. The New Orleans and Lake Pontchartrain Railroad was constructed five miles through the swamps, between New Orleans and Milneburg on Lake Pontchartrain. The speed attained by the engine designed by Captain Grant was 3.5 miles per hour. He opened the throttle for the first time on his engine that was affectionately nicknamed "Smokey Mary." Part of the track lasted until 1931 when it was removed by the L & N Railroad.

Always the pragmatist looking for things that work, the captain invented helpful aids for the railroad. He made the station platform equal in height with the floor of the boxcar, eliminating stressful lifts. He designed folding wharves so that the wharf could be at water level. Some railroad historians suggest that he invented double tracks and turning basins.

Now one could sail from Mobile, out into the Gulf, enter Ship Island Pass, go through Lake Borgne, carefully pass through the Rigolets, then sail to Milneburg over the inland seas of Lake Pontchartrain, unload onto ^{the train} "Smokey Mary," then be whisked through the swamps to New Orleans at the dizzying rate of 3.5 miles per hour. This saved a perilous sea voyage to the mouth of the Mississippi River, then a difficult upstream journey to New Orleans.

There still was the problem of having to exit Mobile Bay, travel in the Gulf to Ship Island, and pray for no storm to delay you, or seas to snuff out your life. Why? The water between Mobile Bay and the Mississippi Sound was treacherous with shallow reefs that would tear the bottom out of a ship that drew much water.

How could the problem be solved so that you could sail north of Dauphin Island into the Mississippi Sound, stop at all the major coastal towns behind the shield of barrier islands between Mobile Bay and Lake Borgne, pick up cargo and passengers, bring the mail, allow the priests to visit their coastal charges, and also lower transportation costs at the same time? Dredge a channel or pass.

United States engineers tried to dredge a pass and failed dismally in 1832. With a great deal of sour grapes the United States government and the State of Alabama offered a prize of tonnage and poundage collectable by a private individual who could resourcefully dredge a pass at his own expense.

There was such a man living in Mobile. Grant wisely took core sampling^③ of the bottom, studied current flow, and scanned the skies for wind direction. He read all he could find on marine geology and oceanography. He gathered \$109,000 of his own money, prepared his dredge, and went over all the practical data concerning dredging that he acquired in Chesapeake Bay, the Great Lakes, and Mobile Bay. He was convinced that the United States Engineers had dredged^② in the wrong place, and that he knew the correct place. Would the result be Grant's Pass or Grant's Folly?

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In 1839, Captain Grant dredged a six-foot channel successfully that was called Grant's Pass. The pesky reef was gone; the Pass was marked by piling north and south of the cut. The writer of this article feels that the bells of Mobile must have rung out clear and holy as the bells of Moscow did heralding the retreat and ultimate defeat of the tyrant Napoleon. The tyrant of tempests at sea was pushed back into the Gulf. Alabama rewarded the practical engineer with the right to collect fifteen cents per ton for every vessel using the Pass.

Grant moved to Pascagoula in 1840 and again became embroiled with dredging. The Captain from his home on the south shore of Yazoo Lake could look out upon the shoaly mouth of the East Pascagoula River where water over the reefs was about three feet. ^{at} West River, near present Gautier, was the main port because it had possibly four feet over the bar. Grant's dredge appeared at the mouth of the West River. He dug a channel six feet over the bar. He still is referred to as "*The Father of the Port of Pascagoula.*"

Lighthouses were needed to aid navigation. Grant supported lights between Mobile and New Orleans. He gave money, engineering advice and moral support for their construction and maintenance.

Politics beckoned. Because his work helped other people rather than just family, people wanted him to serve in the Mississippi Legislature. This he did in 1842, 1843, and 1844, in the Mississippi House of Representatives. Under noblesse oblige the gifted and blessed must serve mankind.

Still, he was practical. In 1848, he helped form the New Orleans and Mobile Steam Mail Line Company along with five other investors. The company had six schooners - Cuba, Florida, Oregon, California, Alabama, and Creole - that carried the mail, cargo, and passengers between Mobile and Milneburg, via the railroad to New Orleans all within the protection of the barrier islands. Under Grant's leadership, passengers fare from Mobile to New Orleans was cut per person from \$10.00 to \$5.00. The rate for one barrel of cargo was cut from 40 cents to 25 cents. Volume made up for the cut in cost. Owners and users all benefited. The Captain sold his interest in 1858.

Grant next owned a fleet of low-pressure steamboats on Lake Pontchartrain. These vessels sent from Mandeville and Covington on the North Short to Milneburg on the South Short. This was a booming business.

In 1858, Grant almost lost two of his sons, Washington and Lafayette Grant. These two men were operating the Captain's pile driver, marking the boundaries of Grant's pass. An unexpected hurricane struck. The pile driver and crew were driven out to sea and struggled back to the Biloxi area in a few days.

mobile
ships names

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Grant Family**

These two young men had each married a daughter of Hilaire Krebs. Washington married Mary and Lafayette married Delphine. The Captain's daughter, Mary had married John Baptiste Delmas. In 1850 a committee composed of Grants, Krebs and Delmas members met to discuss a school for the numerous grandchildren. John Grant paid for the construction of a teacher's home, a school building, and an ecumenical church. A few of his descendants taught at the school, Mary Louise Grant and Rachel B. Grant.

The Civil War with all its horror and ugliness, destroyed much of what John Grant created. His beliefs and convictions were all opposed to slavery, he detested the idea of secession, and he heartily supported the Union. Many of his children and grandchildren were Confederates.

Grant had stormy days during the war. Confederates confiscated his steamboats. Banks in New Orleans failed. The battles in Mobile Bay stifled traffic through Grant's Pass. The blockade practically stopped trade. Captain Grant's son-in-law, Captain John Foster, brought this blockade-runner into Mobile Bay several times until advised by the Captain to desist due to the danger of it all. Grant also wrote Foster that he would welcome with open arms the Yankees should they come to Covington, Louisiana where he was living. The Confederates got him first, placing him in a prison compound for months. The war ended in 1865; Captain Grant started anew at 68, devastated, as were most others by the insanity of the Civil War.

He received the Pass back because it had been taken by Union forces. He was awarded nothing for his steamboats because the Confederate debt would not be paid by the United States under the 14th Amendment of the United States Constitution. He filed claims with Secretary of War Stanton, and he did get some back pay for mail delivery.

He and Ms. Elizabeth moved to Mobile in 1865 to be near the Pass. In the fall of 1865 he was elected to the Alabama Legislature. He was re-elected in 1866 and 1867.

While a member of these Reconstruction Legislatures, the construction of the New Orleans and Mobile Railroad was debated. Many assumed Grant would be opposed to it's construction because it would harm his monies from the Pass. Not so.

"I did not come here to represent my own interest,
but those of my constituents; they want the railroad,
therefore, I am working and voting for it."

Catastrophe came again in 1868. Ms. Elizabeth died. She was buried in Pascagoula in what is known as Grant Cemetery.

Captain Grant married after Ms. Elizabeth's death. His marriage to Lucy Anne Davis Dorphley was very much disliked by his family. She usually is referred to as "the

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Widow Dorphley.” Grant and his wife lived in Amite, Louisiana. During this time period he was elected to the Louisiana Legislature.

Grant died in New Orleans on the 4th of April 1887; the cause of death was heart disease at the age of ninety plus. His valiant heart had allowed him to recoup some of his fortune. His body was laid to rest in the Grant Cemetery next to his beloved Ms. Elizabeth.

His Pass was sold by his widow to the McGill brothers in Mobile, who left it to the diocese of Mobile, from it to the Chamber of Commerce, now under the auspices of the University of South Alabama.

Many wrote after his death that Grant’s Pass was his greatest contribution. The Pass cut transportation time, made water travel safer, and saved consumers \$500,000 to \$700,000 per year. Others cite the railroad or other things that he did.

Your humble servant, the writer of this sketch, a great-great grandson of the Captain, however hearkens back to family stories. “My favorite title was Papa, and I hold my children in the fastness of my hear.” Eliza, Mary, Isabella, Susan, Washington, and John Lafayette would also say amen to this.

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1999

Jackson County Genealogical Society Journal, Volume 16, No 2, 3, 4, Special Issue, December 1999

Captain John Grant (1796-1887)

By Harold Grant

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Grant Family

Jackson County Genealogical Society Journal, Volume 16, No 2, 3, 4, Special Issue, December 1999

Always the pragmatist looking for things that work, the captain invented helpful aids for the railroad. He made the station platform equal in height with the floor of the boxcar, eliminating stressful lifts. He designed folding wharves so that the wharf could be at water level. Some railroad historians suggest that he invented double tracks and turning basins.

Now one could sail from Mobile, out into the Gulf, enter Ship Island Pass, go through Lake Borgne, carefully pass through the Rigolets, then sail to Milneburg over the inland seas of Lake Pontchartrain, unload on the cars of "Smokey Mary," then be whisked through the swamps to New Orleans at the dizzying rate of 3.5 miles per hour. This saved a perilous sea voyage to the mouth of the Mississippi River, then a difficult upstream journey to New Orleans.

There still was the problem of having to exit Mobile Bay, travel in the Gulf to Ship Island, and pray for no storm to delay you, or seas to snuff out your life. Why? The water between Mobile Bay and the Mississippi Sound was treacherous with shallow reefs that would tear the bottom out of a ship that drew much water.

How could the problem be solved so that you could sail north of Dauphin Island into the Mississippi Sound, stop at all the major coastal towns behind the shield of barrier islands between Mobile Bay and Lake Borgne, pick up cargo and passengers, bring the mail, allow the priests to visit their coastal charges, and also lower transportation costs at the same time? Dredge a channel or pass.

United States engineers tried to dredge a pass and failed dismally in 1832. With a great deal of sour grapes the United States government and the State of Alabama offered a prize of tonnage and poundage collectable by a private individual who could resourcefully dredge a pass at his own expense.

There was such a man living in Mobile. Grant wisely took core samplings of the bottom, studied current flow, and scanned the skies for wind direction. He read all he could find on marine geology and oceanography. He gathered \$109,000 of his own money, prepared his dredge, and went over all the practical data concerning dredging that he acquired in Chesapeake Bay, the Great Lakes, and Mobile Bay. He was convinced that the United States Engineers had dredged in the wrong place, and that he knew the correct place. Would the result be, Grant's Pass or Grant's Folly?

In 1839, Captain Grant dredged a six-foot channel successfully that was called Grant's Pass. The pesky reef was gone; the Pass was marked by pilings north and south of the cut. The writer of this article feels that the bells of Mobile must have rung out clear and holy as the bells of Moscow did heralding the retreat and ultimate defeat of the tyrant Napoleon. The tyrant of tempests at sea was pushed back into the Gulf. Alabama rewarded the practical engineer with the right to collect fifteen cents per ton for every vessel using the Pass.

Grant moved to Pascagoula in 1840 and again became embroiled with dredging. The Captain from his home on the south shore of Yazoo Lake could look out upon the shoaly mouth of the East Pascagoula River where water over the reefs was about three feet deep. West River, near present Gautier, was the main port because it had possibly four feet over the bar. Grant's dredge appeared at the mouth of the West River. He dug a channel six feet over the bar. He still is referred to as "*The Father of the Port of Pascagoula.*"

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

Jackson County Genealogical Society Journal, Volume 16, No 2, 3, 4, Special Issue, December 1999

Lighthouses were needed to aid navigation. Grant supported lights between Mobile and New Orleans. He gave money, engineering advice and moral support for their construction and maintenance.

Politics beckoned. Because his work helped other people rather than just family, people wanted him to serve in the Mississippi Legislature. This he did in 1842, 1843, and 1844, in the Mississippi House of Representatives. Under noblesse oblig   the gifted and blessed must serve mankind.

Still, he was practical. In 1848, he helped form the New Orleans and Mobile Steam Mail Line Company along with five other investors. The company had six schooners - Cuba, Florida, Oregon, California, Alabama, and Creole - that carried the mail, cargo, and passengers between Mobile and Milneburg, via the railroad to New Orleans all within the protection of the barrier islands. Under Grant's leadership, passengers fare from Mobile to New Orleans was cut per person from \$10.00 to \$5.00. The rate for one barrel of cargo was cut from 40 cents to 25 cents. Volume made up for the cut in cost. Owners and users all benefited. The Captain sold his interest in 1858.

Grant next owned a fleet of low-pressure steamboats on Lake Pontchartrain. These vessels were sent from Mandeville and Covington on the north shore to Milneburg on the south shore. This was a booming business.

In 1858, Grant almost lost two of his sons, Washington and Lafayette Grant. These two men were operating the Captain's pile driver, marking the boundaries of Grant's pass. An unexpected hurricane struck. The pile driver and crew were driven out to sea and struggled back to the Biloxi area in a few days.

These two young men had each married a daughter of Hilaire Krebs. Washington married Mary and Lafayette married Delphine. The Captain's daughter, Mary had married John Baptiste Delmas. In 1850 a committee composed of Grant, Krebs and Delmas members met to discuss a school for the numerous grandchildren. John Grant paid for the construction of a teacher's home, a school building, and an ecumenical church. A few of his descendants taught at the school, Mary Louise Grant and Rachel B. Grant.

The Civil War, with all its horror and ugliness, destroyed much of what John Grant created. His beliefs and convictions were all opposed to slavery, he detested the idea of secession, and he heartily supported the Union. Many of his children and grandchildren were Confederates.

Grant had stormy days during the war. Confederates confiscated his steamboats. Banks in New Orleans failed. The battles in Mobile Bay stifled traffic through Grant's Pass. The blockade practically stopped trade. Captain Grant's son-in-law, Captain John Foster, brought his blockade-runner into Mobile Bay several times until advised by the Captain to desist due to the danger of it all. Grant also wrote Foster that he would welcome with open arms the Yankees should they come to Covington, Louisiana where he was living. The Confederates got him first, placing him in a prison compound for months. The war ended in 1865; Captain Grant started anew at 68, devastated, as were most others by the insanity of the Civil War.

He received the Pass back because it had been taken by Union forces. He was awarded nothing for his steamboats because the Confederate debt would not be paid by the United States under the 14th Amendment of the United States Constitution. He filed claims with Secretary of War Stanton, and he did get some back pay for mail delivery.

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He and Ms. Elizabeth moved to Mobile in 1865 to be near the Pass. In the fall of 1865 he was elected to the Alabama Legislature. He was re-elected in 1866 and 1867.

While a member of these Reconstruction Legislatures, the construction of the New Orleans and Mobile Railroad was debated. Many assumed Grant would be opposed to its construction because it would harm his monies from the Pass. Not so.

*"I did not come here to represent my own interest, but
those of my constituents; they want the railroad, therefore, I
am working and voting for it."*

Catastrophe came again in 1868. Ms. Elizabeth died. She was buried in Pascagoula in what is known as Grant Cemetery.

Captain Grant married after Ms. Elizabeth's death. His marriage to Lucy Anne Davis Dorphley was very much disliked by his family. She usually is referred to as "the Widow Dorphley." Grant and his wife lived in Amite, Louisiana. During this time period he was elected to the Louisiana Legislature.

Grant died in New Orleans on the 4th of April 1887; the cause of death was heart disease at the age of ninety plus. His valiant heart had allowed him to recoup some of his fortune. His body was laid to rest in the Grant Cemetery next to his beloved Ms. Elizabeth.

His Pass was sold by his widow to the McGill brothers in Mobile, who left it to the diocese of Mobile, from it to the Chamber of Commerce, now under the auspices of the University of South Alabama.

Many wrote after his death that Grant's Pass was his greatest contribution. The Pass cut transportation time, made water travel safer, and saved consumers \$500,000 to \$700,000 per year. Others cite the railroad, or other things that he did.

Your humble servant, the writer of this sketch, a great-great grandson of the Captain, however hearkens back to family stories. "My favorite title was Papa, and I hold my children in the fastness of my heart." Eliza, Mary, Isabella, Susan, Washington, and John Lafayette would also say amen to this.

Children of John Grant and Elizabeth Disney

Eliza Ann Grant, b 1817 Maryland, d 1896 in Houston, Texas

Married **John Franklin Williams**, son of John Bailey & Martha Duncan

Washington Franklin Grant, b Jul 1, 1820 Maryland, d Jul 18, 1860 Pascagoula

Married **Mary Krebs**, Apr 18, 1841, b about 1824 Pascagoula, d Feb 27, 1899 Pascagoula, daughter of Helaire Krebs & Irene Bermuchand.

Mary Elizabeth Grant, b Aug 11, 1822, Maryland, d Nov 28, 1896 Pascagoula

Married **John Baptiste Delmas**, b 1817 Pascagoula, d Mar 11, 1906 Pascagoula, Son of Valentine Delmas & Marie Krebs

John Lafayette Grant, b Aug 15, 1825 Maryland, d Jan 14, 1905 Pascagoula

Married **Delphine Krebs**, b 1825 Pascagoula, d Dec 14, 1890 Pascagoula, daughter of Helaire Krebs & Irene Bermuchand.

Susan Frances Grant, b Aug 15, 1826, d Apr 10, 1865 Pascagoula

Married **Capt. John Foster**

Isabella Queen Grant, b Jul 25, 1838, d May 20, 1902 Pascagoula

Married **Julius Willis**, b Jul 20, 1812, d Mar 27, 1881 Pascagoula

Father of Pascagoula revolutionized navigation, railroads

By JOANNE ANDERSON

The Mississippi Press

Jackson County, as it is known today, stands on the shoulders of its early pioneers whose vision and talents became the foundation for future growth and progress.

Volume 16 chronicles several of those folks, one of the most notable being Capt. John Grant (1796-1887), who is known as the founder of the Port of Pascagoula.

His story is impressive and colorful. Census reports listed him as being a ship chandler, port master, carpenter and steamboat captain. Newspapers of the time described him as a great public benefactor because of his successful enterprise in dredging Grant's Pass between Mobile Bay and the Mississippi Sound in 1839, a task others had tried and failed. Grant collected 15 cents per ton for every vessel that used his Pass, a right awarded him by the state of Alabama. A public servant, he is credited with building schools and eccumenical churches.

He opposed slavery and served in the legislatures in Louisiana, Alabama and Mississippi. Several railroad industry inventions and his dredge boat design added the title of "inventor" to his long list of accomplishments. In his lifetime, he was known as the "Father of East Pascagoula River Harbor" because he dredged the mouth of the river making



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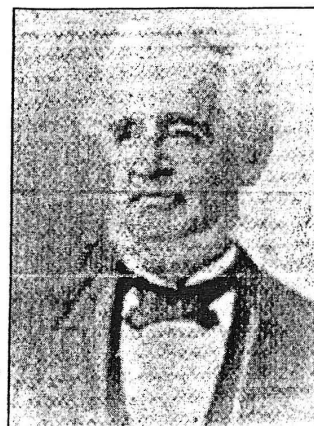
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navigation possible. He died over the age of 90 in New Orleans and is buried beside his first wife, Elizabeth, in Grant Cemetery in Pascagoula, along with several of his children.

His life began in Chester County, Pa. A self-taught practical engineer, Grant went to work at age 9 in the Pennsylvania woolen mills to help support his mother and eight siblings following the death of his father.

"Because he was so small, he crawled into machinery to repair it," writes his great-



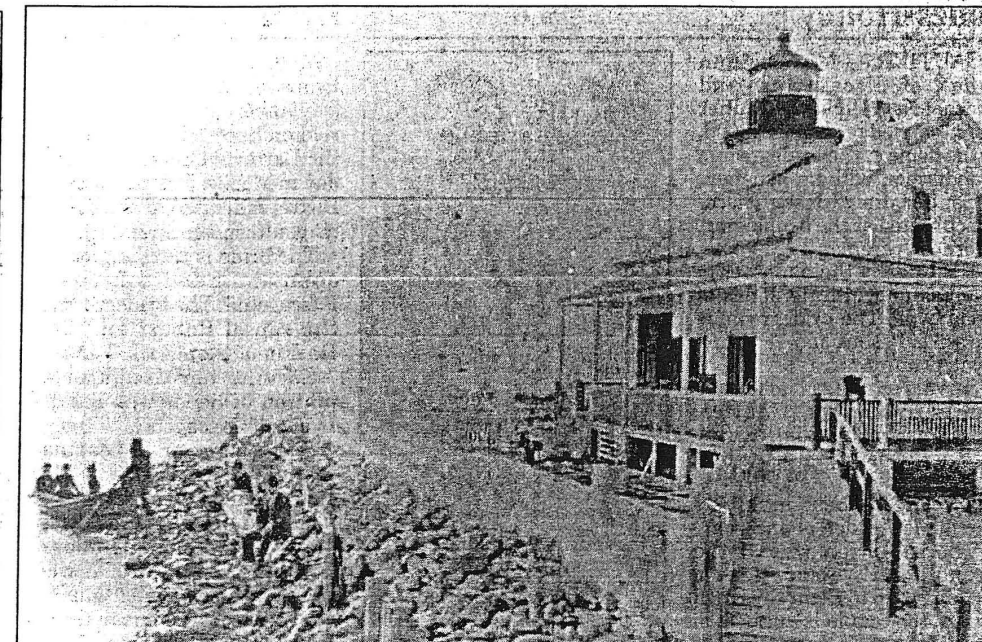
Submitted Photo

Capt. John Grant

great grandson and biographer Harold Grant.

His employer, recognizing his potential, sent him to Baltimore to do practical engineering work. He was 14 years old. Before he was 20, he married Elizabeth Disney, learned marine engineering and ship construction and invented a scoop dredge with which he made improvements in Chesapeake Bay.

In 1827, the federal government sent Grant to Mobile to dredge a channel down the middle of Mobile Bay. He then constructed and designed the first steam railroad south of the Ohio River. "The New Orleans and Lake Pontchartrain Railroad was constructed five miles through the swamps, between New Orleans and Milneburg," wrote his great-great grandson. "The speed attained by the Grant-designed engine was 3.5 miles per hour. He himself opened the throttle for the first time on his engine that was affectionately named 'Smokey Mary.' Part



Submitted Photo

Capt. John Grant supported the development of lighthouses throughout his lifetime like this one that was located at the mouth of the East Pascagoula River.

of the track lasted until 1931 when it was removed by the L&N Railroad."

His biography shows that Grant moved to Pascagoula in 1840, continued his dredging endeavors, supported the construction of lighthouses between Mobile and New Orleans, giving money, engineering advice and moral support for their construction and maintenance. He served in the 1842-44 years of the Mississippi House of Representatives and operated a fleet of low-pressure steamboats on Pontchartrain. Two of his sons married daughters of another Jackson County pioneer, Hilaire Krebs.

The Civil War temporarily reversed Grant's financial for-

tunes. His steamboats were confiscated by the Confederates and he was imprisoned for months. At the end of the war, he was 68 and starting over. In 1868, Elizabeth died and he later married Lucy Anne Davis Dorphley, a widow. They lived in Amite, La. Harold Grant wrote that many considered Grant's Pass his greatest contribution in that it cut transportation time, made water travel safer, and saved consumers \$500 to \$700,000 per year. His railroad accomplishments also were significant.

But Grant himself said, "My favorite title was Papa, and I hold my children in the fastness of my heart." His children were Eliza Ann,

Washington Franklin, Mary Elizabeth, John Lafayette, Susan Frances and Isabella Queen. Many of their descendants live on in Jackson County. Grant's complete biography is in Volume 16.

Anyone wishing to submit family Bible records, stories, letters, documents as well as general historical and genealogical research for consideration for future publication in "The Journal," may e-mail Martin at elsejensine@bellsouth.net or mail her at 6301 Country Lane, Moss Point, MS 39562. Material will not be accepted by telephone.

Correspondent Joanne Anderson can be reached at joandy42@cablone.net.

McNabb

From Page 1-C

Coast Chapter of Romance Writers of America, by holding nearly every office, including that of president, vice president of programs, treasurer and conference chair of the GCCRWA's writing conference, nicknamed the Silken Sands conference.

"By chairing the Silken Sands conference, I was able to learn the ins and outs of the publishing world and work with edi-

"I write romance because I love a happy ending.

There's enough sadness in the world.

A little escapism is good for the soul."

— Fran McNabb

skill at the craft of writing grow along with her creativity. She has a fine and



CAPTAIN JOHN GRANT...nonagenarian, inventor, engineer, commander, legislator, and first railroad man of the South, who gave Grant's Pass to the Gulf, was born in 1796, Chester County, Pennsylvania. However, he moved to Maryland at a very early age, and always referred to himself as a Baltimorean. When he was about twenty years old, he turned his attention to harbor improvement, inventing several scoop dredges. When twenty-five years old, he had built and was operating a dredging machine, the outcome of mechanical ingenuity--substantially the same as is in general use today in Baltimore Harbor. This brought him to the attention of the proper department of the government, and in 1825, he constructed and operated at ^{Sackett's} ~~Sacramento~~ Harbor, New York, the first government dredging machine ever used on the Lakes. In 1827 he came South to build a dredge for the government at Mobile, and his residence has since been divided between the states of Alabama, Mississippi, and Louisiana. His permanent residence was at Pascagoula, where he died April 4, 1887, and his remains interred on the old Grant property, in South Pascagoula.

In 1829, he built the New Orleans and Lake Ponchartrain Railroad, the first steam railroad south of Pennsylvania, and was its first superintendent; he had constructed, owned, and ~~was~~ was the first to open the throttle on its first locomotive--the first that ever ran South of the Ohio River--so that for matter he was the oldest railroad man in the United States--if not in the world.

It was while he was superintendent of the Ponchartrain Railroad that he invented and constructed the first elevated

Archie Quinn Gautier
Collection

railroad that he invented and constructed the first elevated railroad platform level with the car floors, for the speedy loading and discharging of freight. Soon after ~~that~~ this, he entered into a contract to build wharves on the river front in New Orleans, and it was then that he invented the first wharves with inclined apron fronts.

In 1832, after Government engineers had failed to cut a channel connecting navigable waters of Mobile Bay and Mississippi Sound--for which money was appropriated in 1827--they abandoned the work and pronounced the attempt impracticable. In 1838, Captain Grant, convinced that the failure resulted from an error in location, and knowing that he could succeed by selecting another site, found that he could set apart \$109,000 for the experiment. He, therefore, began on July 4th. and had the work so far completed by the fall of 1829, as to have a passage for boats ~~draw~~ drawing six feet. From that day to this, Grant's Pass has remained a permanent channel, substantially unchanged, and an enduring monument to the superior knowledge and skill of its constructor.

An act, approved February 2, 1839, authorized Captain Grant to cut a channel and charge a toll of fifteen cents per ton, but the welfare of the public was his first concern, and his charges were much below those allowed by law.

In 1844, he was elected a member of the Mississippi ~~Legislature~~. when he was a colleague of Jeff Davis (this is an error; Jefferson Davis was never a member of the Mississippi Legislature), who was just entering public life. After the

..

construction of Grant's Pass, he became interested in the large trade between New Orleans and Mobile, and about 1842, joined five other men in the organization of the "New Orleans and Mobile Steam Mail Line Company," who owned and operated the magnificent low-pressure steamers Cuba, Florida, Oregon, California, Alabama, and Creole, as well as other high-pressure freight steamers. He was personal commander of the Florida for some years and was superintendent and manager of the whole line during his connection with it.

Indicative of his guiding principle, is the fact that in making the contract for Pass fees he bound them, in consideration of the reduction of tolls, to limit the passenger rate to \$5-- to replace the former rate of \$10--and to reduce the freight rate of 40 cents per barrel to 25 cents, thereby cutting his revenue from two sources--Grant's Pass and his interest in the mail line. In 1858, after his selling his interest in the mail line, Captain Grant devoted his attention to a line of small and elegant low-pressure boats, which he had established to operate between New Orleans and Mandeville. These were seized in 1861 by the insurgent state government for use as gunboats.

Captain Grant was a strong and outspoken Union man. The Confederate forces arrested him and carried him into the interior of the Confederacy. Later, he was released because of age. After the war he at once proceeded to Washington, and after the usual amount of circumlocution and red tape, succeeded in regaining from the government possession of his Pass.

~~Explanatory~~

Soon after the surrender he made his home in Mobile, and in the fall of '65, was elected a member of the Alabama Legislature from that city. It was during the ensuing ~~session~~ session that the charter of the New Orleans and Mobile Railroad was introduced, and referred to the committee of which he was a member, in which it received his active support. The building of the railroad would greatly reduce the revenue from Grant's Pass. He said, "I did not come here to represent my own interest, but those of my constituents; they want the railroad, therefore I am working and voting for it."

When he died, he had living, practically all in Jackson County, four children, twenty-nine grand-children, and seventy-eight great-grand-children.

WPA History of Jackson ~~County~~ County,
Mississippi (typescript).

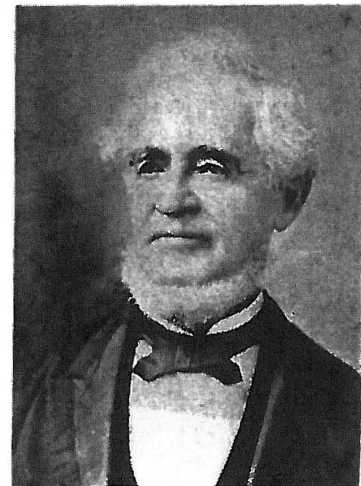
Once Upon A Time...



Old woodcut of early-day New Orleans, left, with broken line showing route of the Pontchartrain Railroad. Dotted line shows route of L. & N. Arrow points to St. Charles Hotel. Note spires of St. Louis Cathedral near the riverfront.

THE LIFE AND TIMES OF CAPTAIN GRANT

Inventor, engineer and legislator, John Grant built the old Pontchartrain Railroad and helped to promote the line that is now the L. & N. between Mobile and New Orleans



Captain John Grant as he looked about the time he was in Alabama legislature.

SEVENTY years ago come April 4, after a long and tedious illness, Captain John Grant, the South's pioneer railroad builder, died at New Orleans.

Captain Grant, who was past 90 when he died, certainly a "ripe old age" for that day and time, had enjoyed a busy life. It had been such a busy one, in fact, that he had taken little time to make note of his deeds. Surprisingly enough, history has little to say about this eternally busy man either, but those few who know today say that without him life on the Gulf Coast would not have been nearly so enriched.

About all that is left to indicate the existence of Captain Grant today is a six-foot marble shaft in the old Grant burying ground on Grant Avenue in Pascagoula, Miss. Nearby in above-the-ground vaults, typical of old Gulf Coast

cemeteries, lies the earthly remains of Captain Grant, his wife and some of his family, in dust almost forgotten in the passing of time.

A man of remarkable power of mind and physical endurance, Captain Grant contributed seemingly more than one man's share toward the benefit of mankind along the coast, and amazingly enough, many of his ideas and inventions are still being used for the benefit of all mankind today.

"Genius" at Nine

His unusual talents and his genius for things mechanical cropped up at his home in Baltimore, Md., when he was only nine years old. (He was born November 25, 1796 in Chester County, Pa.; later moved to Baltimore.) He went out into the world at that tender age to make a living as a mechanic. Three

years later he was the chief support of his mother and eight brothers and sisters.

At 14 his "genius" was put to work repairing the ailing machinery of a woolen mill. At 20 he was a married man with ambitions of improving the Baltimore harbor, a feat which he ultimately accomplished by inventing several improvements to the then-existing scoop dredges. Five years later he had perfected a harbor dredge that basically is the design still in use today.

In 1827, at the age of 31, the U. S. Government which meanwhile had become interested in this genius of harbor

(Continued on page 42)

The Journal

Celebrating 300 years of settlement
- beginning at Fort Maurepas in 1699!



Comec Le Moyne de Marigny, Paris
Pierre Le Moyne d'Iberville
1661 - 1706

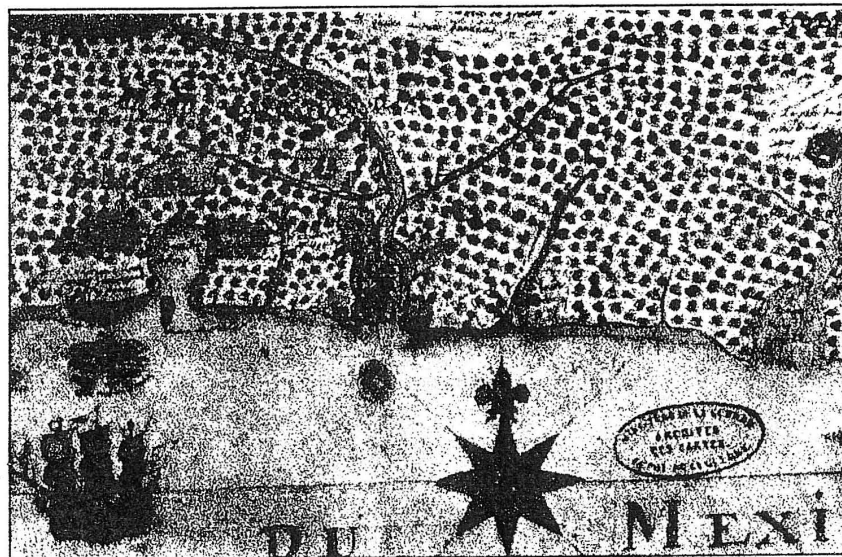
OUR PROUD HERITAGE!



Andrew Jackson, 1767-1845

Paying tribute to those creating our history...

From Pierre Le Moyne d'Iberville establishing this small French settlement in 1699... To the naming of the county, Jackson, on December 14, 1812, in honor of General Andrew Jackson of Tennessee, a former congressman, senator and judge, and later the seventh president of the United States.



Map of the Pascagoula River country circa 1745. Extracted from large map in the Pascagoula Library & Jackson County Archives Collection. Settlements shown include East & West Pascagoula, Graveline's, Indian Villages, Old Biloxi, Mobile.

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December 1999

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In 1827, at the age of 31, the U. S. Government which was unable to build a

work, had hired him and sent him to Mobile. There he built a dredge which was to be used in harbor work along the Gulf Coast.

Two years later, a group of financiers in New Orleans approached Captain Grant with a proposition. They wanted a railroad built and wanted him to build it. That was something he had never attempted but he was willing to try, so with his usual gusto he set to his task.

On April 14, 1831, the five-mile-long Pontchartrain Railroad connecting New Orleans and Milneburg on Lake Pontchartrain was opened, the first west of the Alleghenies. The management liked Captain Grant's work so well that they hired him as their first superintendent. Later he had the honor of opening the throttle of the first steam engine on the little railroad—horses had been used at the outset—the first that ever ran South of the Ohio River.

First Raised Platform

It was while serving as superintendent of the Pontchartrain that Captain Grant conceived the idea of building passing tracks, and he later invented the first raised station platform in order to expedite the movement of freight. The management of the municipal wharf at New Orleans was so impressed with the raised platform idea that he was hired to improve their platforms. He designed an inclined ramp that would rise or fall as the ships moved with the tide so that loading and unloading could be done at any stage of water.

Not a man who could be content to settle down to one job for any length of time, Captain Grant soon became interested in the ships that brought freight and passengers to Milneburg, the terminus of the railroad on Lake Pontchartrain. They came from Mobile by a circuitous route in order to avoid the shoals along the islands that ringed the navigable but isolated waters of Mississippi Sound.

In 1838, after the government had given up as impracticable the idea of dredging a channel from Mobile Bay into Mississippi Sound, Captain Grant raised \$109,000 on his own and began to dredge a channel through what is known to this day as Grant's Pass. This pass lies between Dauphin Island and the Alabama mainland and is now spanned by a bridge, but Captain Grant's six-foot

cut into the Gulf. On February 2, 1839, an act of the Alabama legislature gave Captain Grant the right to charge all vessels that used the channel a toll of 15 cents per ton.

In 1840 the captain and his family moved to Pascagoula, Miss. There he went to work and dredged the east branch of the Pascagoula River with a real "horse-powered" dredge, diverting shipping from Gautier on the west bank. He also helped to develop East Pascagoula, now the beautiful East Beach section of the city, into one of the most popular watering places in the South.

He became such a popular figure in the state that in 1842 he was elected to the Mississippi Legislature, representing Jackson County in the lower house through 1844.

1861 with the coming of the War Between the States, the insurgent state government of Louisiana seized his fleet and turned it over to the Confederate Government to be converted into gunboats.

A strong, outspoken Union man, Captain Grant tried to live out the war at his home in Covington, La., but he was arrested and carried away, contemporary newspaper accounts say, "into the interior of the Confederacy."

At the end of the war, Captain Grant was 68, broke and heartsick. His ships were gone, the government owed him large sums of money on mail contracts, his Pass was in the hands of the U. S. Army, and his fortune had been swept away by General Butler during his infamous reign and raids on the banks of New Orleans.

At this point, many a man would have given up. Instead, Captain Grant headed for Washington. After much wrangling through governmental red tape, he regained possession of his beloved Pass, but never did collect on the mail contracts. He settled down in Mobile, but once again the people looked to him for help. In the fall of 1865 they elected him to the state legislature of Alabama.

During the ensuing session (1866) the bill for the charter of the New Orleans and Mobile Railroad was introduced and referred to the committee of which he was a member.

He astonished his contemporaries when asked if he knew that the construction of the railroad would spell doom to revenues from his Pass.

"Certainly I do," he said emphatically, "but I didn't come here to represent my own interest, but those of my constituents; they want the railroad, therefore I am voting for it."

Later, Captain Grant moved to Amite, La., during which time he was asked to serve in the Louisiana legislature, thus becoming one of few men to serve in the legislature of three different states. When he died in New Orleans, April 4, 1887, he had 111 living descendants. Several residents of the Gulf Coast today trace their lineage back to this brilliant man.

190ct 1976

Biography

Archie Quinn Gautier
Collection

Retirement brings new horizons for John Grant

By JOANNE ANDERSON

Dost thou love life? Then do not squander time, for that is the stuff that life is made of.

— Franklin

"I don't ever want to get to the point that I wake up in the morning and wonder what I am going to do that day," says John O. Grant Jr., recently retired executive director of Jackson County United Way. "Unless I have stuff piled up ahead of me I can't perform."

This philosophy has led the 79-year-old Pascagoulan through many careers and productive years as a printer's devil, soldier, shipyard worker, traveling salesman, furniture store manager, rural mail carrier, bank vice president, city councilman, and volunteer worker in numerous civic and church causes.

To Grant, retirement does not mean inactivity but represents new horizons. When he hung up his hat as executive director of the United Way in April after 16 years' service with the agency, he began work as administrator of the Medical Aid Association of Jackson County.

"This is the happiest time in my life now," he says, "because I feel like I'm more secure than I've ever been. I am enjoying good health, family, and I have enough work to keep me busy."

Born July 23, 1897, he was the second of nine children of Mr. and Mrs. John O. Grant of Pascagoula. His mother Lucretia was best known to townfolks as "Kesie." His father was first a toll taker on the Pascagoula River ferry and later manned the toll when a bridge was built. "They were wonderful parents," he says.

Krebs Avenue was the focal point of town activities when Grant was a boy. After attending Pascagoula public schools, he began work at age 13 in the local drug store. He remembers working from 6:30 a.m. to 9 p.m. seven days a week with a little time off on Sundays.

That same year, 1910, Grant was offered a job by Pascagoula Chronicle Editor C. G. Scott.

"I was walking past his office one day and he asked me to stop a minute," Grant recalls. "He offered me \$3.50 a week, but said he would hold back 50 cents a week for 26 weeks." Grant was to receive the \$13 owed him only if he stayed with the work since the editor was having turnover problems. He worked six days a week from 7 a.m. to 6 p.m.

"I did everything," Grant remembers. "I swept floors, ran the linotype, and eventually the press. There wasn't much excitement from a news-stand-point. I don't guess we had more than 3,500 people living here then."

Grant stayed with the Chronicle until 1916 when he

became employed by Southern Paper Co. (now International Paper Co.) and on April 13, 1917, enlisted in the Army. He was sent overseas for four months in 1918 and was discharged Feb. 3, 1919, with the rank of line sergeant.

"We trained to fight from April 1917 to August 1918," he recalls. "We thought the Army had forgotten the 39th Division until finally they sent us overseas. When peace was declared I was disappointed I didn't have an opportunity to fight. On the return trip to Newport News about 60 per cent of the passengers on board our ship were wounded veterans. When I looked over that group of men who had lost legs and arms and parts of faces, I lost all regret for not having had the opportunity to fight. Stepping off that ship safe and well was the most memorable incident of my life."

Upon release from the Army, Grant took charge of an electrical supply warehouse at Pascagoula's Italian-owned International Shipbuilding Co. until it folded in October 1920.

Grant recalls that most of the first four decades of the 1900's were lean years for Jackson Countians.

"Pascagoula had depressions when no one else had them," he recalls. "What saved the people from starving was the abundance of seafood and home gardens. When the lumber industry went down, there was nothing to take its place. The paper mill brightened prospects in 1912 and then the shipyard in the teens."

In October 1920, Grant moved to New Orleans to begin work in the general office of Southern Pacific Railroad. In 1922, he became a traveling salesman for General Cigar Co. and Proctor & Gamble until 1940. He was based in New Orleans until 1931 when he moved to Gulfport.

He married the former Rita Kenny of New Orleans on Feb. 9, 1924, and they have two children: Mrs. Gloria (H. B.) Moore, a reporter for the Mississippi Press, and John O. Grant III, who is administrator of the Red Cross Blood Center in Charlotte, N.C., 10 grandchildren and one great grandchild. (He and Mrs. Grant celebrated their 50th wedding anniversary in 1974 with family and close friends.)

Grant returned with his family to Pascagoula in 1940 as manager of Standard Furniture Co. He was appointed rural mail carrier of the local post office in June 1941, retiring in 1957. He became vice president of the Pascagoula-Moss Point Bank and served in that capacity until retirement in November 1962.

After serving as volunteer auditor of the Jackson County United Fund from its institution in 1960, he was elected to its board of directors and appointed executive secretary in 1962.

Like his great-grandfather, Capt. John O. Grant, he has led a busy and productive life. Capt. Grant

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

was a self-taught engineer who dredged Grant's Pass, shortening the water route from Mobile to New Orleans, that is now a part of the inter-coastal canal. Capt. Grant's many accomplishments included building a railroad and serving in the legislatures of three states, Alabama, Mississippi and Louisiana. He was born in Pennsylvania and buried in Pascagoula, leaving behind hundreds of descendants.

Grant had a love for politics, perhaps inherited from the industrious captain. He has been active in the Democratic party and has the distinction of serving a term as councilman during Pascagoula's first four years of council-manager government.

"The beauty of this form of government is that it doesn't allow the governing body any opportunity to get an unfair reward," he says. "The salary is not high enough to encourage a person to run just for the money. Unfortunately, (in other forms of government) greed promotes political shenanigans."

The figure he admires most in modern political history is, not surprisingly, a Democrat, the late President Harry Truman, "because he took it singlehandedly, won the job on his own, and ran it like it ought to be run without thought for criticism and adverse reactions."

What values has Grant tried to teach his children?

"To live according to the rules and as they grow older not to worry what the Joneses are doing ... To live according to their means."

What part has religion played in his life? "I'm not very good at talking about religion," he says. "I have always assumed that God looks more than He listens. I try to make my actions speak louder than words."

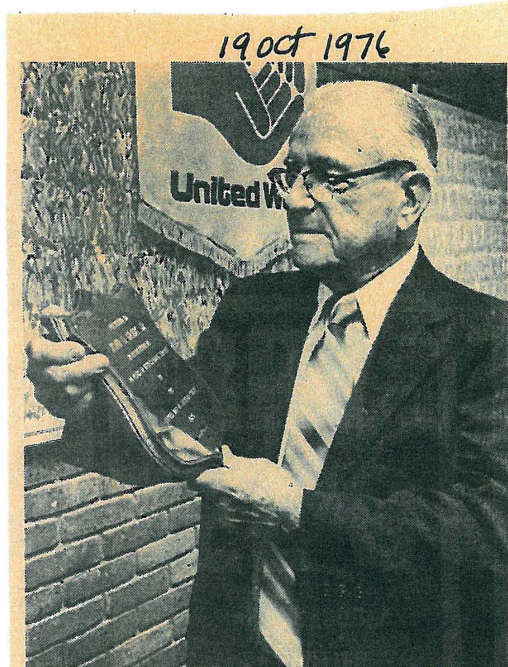
And John O. Grant Jr. has done that, making appropriate these words of James Oliver: "The world is blessed most by men who do things, and not by those who merely talk about them."

Some other of those "things" have included:

Chairman, Jackson County Selective Service Board for 20 years; member, Jackson County Welfare Board; Jackson County chapter American Red Cross Board of Directors; member of board of directors and secretary of Pascagoula Rotary Club.

A commander of Elmer Joseph Grant Post 3373, VFW; secretary of state council of Knights of Columbus; grand knight, trustee and financial secretary of local council of Knights of Columbus; various posts with East Jackson District Boy Scouts of America for five years; former vice president of Pascagoula Chamber of Commerce; parish chairman of Our Lady of Victories Catholic Church during building program; two terms as chairman of Jackson County American Red Cross;

A member of the Pascagoula Housing Authority; organizer, president, secretary and treasurer of OLV Athletic Association; organized local USO council during World War II; recruited, organized and directed the Civil Defense police force in Pascagoula during World War II.



John O. Grant Jr.

... honored for United Way service

Archie Quinn Gautier
Collection

Grant's Pass Grant Aided South By Yankee Knowhow

By ED LEE
Press Register Reporter

Wednesday—July 4—many people are expected to drive over Dauphin Island Bridge to the beaches and recreational areas.

Those who cross the bridge to Dauphin Island will also cross Grant's Pass, which was dredged by Capt John Grant more than 100 years ago to connect Mobile Bay with Mississippi Sound and provide a protected water route between Mobile and New Orleans.

Today is an appropriate time to tell about Capt. Grant, for it was on July 4, 1839, that he began dredging the channel and it was opened a year later.



LEE

The pass was used until the present Intracoastal Waterway was constructed by the government. To this day the original channel is still known as "Grant's Pass."

Information on Capt. Grant is very sketchy, but Col. Soren Nelson, who recently retired from the Army Engineers in Mobile, has compiled a good history on the captain. Col. Nelson provided us with the facts, after we were informed by the Department of Archives and History for the State of Alabama that: "This department has no genealogical data and no biographical references to Capt. Grant. . . ."

Col. Nelson studied old records, talked with relatives of Capt. Grant and compiled quite a file on him. Before learning of Col. Nelson's work on the project, we were corresponding with Mrs. Fred R. Freyer of Coral Gables, Fla., and obtained the names of many of the captain's relatives. He was Mrs. Freyer's great-great-grandfather.

Pennsylvania-Born

Capt. Grant was born Nov. 25, 1796, in Chester County, Pa., and later moved to Baltimore. At the age of nine he obtained a job as a mechanic and three years later he was the chief support of his mother and eight brothers and sisters.

He was married at 20. He became fascinated by dredges and he invented several improvements

for the equipment then in use. He is credited with perfecting a harbor dredge that basically is the design still in use.

In 1827—when he was 31—Grant was considered an expert on harbors. The U.S. government engaged him to move to Mobile and build a dredge for use along the Gulf Coast.

With this mission completed, he went to New Orleans and constructed the five-mile-long Pontchartrain Railroad connecting New Orleans and Milneburg on Lake Pontchartrain. After constructing the line — the first west of the Alleghenies — Capt. Grant was named superintendent.

While working with the railroad, he became interested in the ships that carried freight to New Orleans. Many of these ships moved between Mobile and New Orleans, but they were forced to venture out into the Gulf of Mexico and often face rough waters and bad weather.

Mississippi Sound was navigable, but isolated by shoals at the Alabama side of the sound. The captain raised \$109,000—most of it being his personal funds, and received permission to construct a channel. If he was successful, the Alabama Legislature authorized him to charge a toll.

When Capt. Grant began his dredging project on that July 4th in 1839, many people thought he would be unsuccessful. It was learned that for five years previously the U.S. government had considered dredging such a channel, but abandoned the idea as impractical.

It only took Capt. Grant a year to complete his project and he succeeded in establishing the first protected waterway between Mobile and New Orleans. His toll fees were so reasonable that all ships used the route, instead of going into the Gulf — even in calm weather — and trade between the two cities began to boom.

Capt. Grant moved to Pascagoula, Miss., in 1840. He was buried there in 1887.

In Legislatures

However, Capt. Grant was credited with many other accomplishments all along the Gulf Coast during his lifetime. He served in the legislatures of Alabama, Mississippi and Louisiana. He organized the New Orleans and Mobile Steam Mail Co. and operated steamers with both freight and passengers between the coast cities. He was a ship master and that accounted for his captaincy.

During the Civil War his fleet of ships was seized and turned over to the Confederate forces for conversion to gunboats. He was a

strong outspoken Union man and was arrested and imprisoned by Confederate forces. After the war he returned to Mobile and it was in 1865 that he was sent to the Alabama Legislature.

According to Col. Nelson, history reveals a remarkable stand taken by Capt. Grant in 1866, while a member of the Alabama Legislature.

A bill was introduced and referred to the committee on which the captain was a member. This bill called for the charter of the New Orleans and Mobile Railroad and it was known that the railroad would spell doom to revenues from Grant's Pass at Mobile.

Capt. Grant, when asked if he realized the railroad would be in competition to his pass and cost him a fortune said:

Not For Own Interests

"Certainly I do," adding: "But, I didn't come here to represent my own interests, but those of my constituents. They want the railroad, therefore I am voting for it."

The railroad was chartered and in 1880 the Louisville and Nashville Railroad leased the line between Mobile and New Orleans and it is still in operation today

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

The original shape of Jackson County was rectangular, extending from the 31st parallel north, to the Gulf of Mexico on the south, and from the Perdido River, on the east to the center of Range 9, West, including about 600 square miles. In 1821 and 1829, the northern tier of townships south of the 31st parallel were annexed to Greene County, and in 1841, the western part of Jackson was taken to assist in forming Harrison County. In 1910 a part of the northern area was taken for a part of George County. The present shape is practically square and comprises an area of 710 square miles. Three sections of Range 9 are in Jackson County. It is bounded on the east by Alabama, ten miles from the mouth of the Pascagoula River; on the north by George County, the division line between Township 3 and Township 4, south; on the south by the Sound of the Gulf of Mexico; and on the west, by Harrison and part of Stone County, including half of Range 9, west.

The records show that the county has had at least three county seats, and as many as five courthouses. ~~The first courthouse was at Brewton on the Pascagoula River, on Brewer's Bluff. The courthouse and jail were erected a half mile below the village of Brewton shortly after the county was established in 1812.~~ The first county seat was at Thomas Bilbo's house on McRae's Bluff on the west side of the Pascagoula River north of Wilkerson's Ferry in what is now George County. The first courthouse and jail was built before 1822 on Brewer's Bluff on the Pascagoula River about a half mile below the village of Brewton. It is certain that a county seat was at Americus in the northeast section of the county, the courthouse being located on Cedar Creek, near Salem Camp Ground. This Courthouse was destroyed by fire and the county seat was moved to Scranton (now Pascagoula) in 1870. In 1875 the courthouse again burned and most of the records were destroyed.

In 1845, the idea of dredging the river for navigation was first raised. \$100,000 was known as the "dredging fund" and was used for the purpose of permitting the passage of boats and ships from the Gulf. Captain Grant was the first to charge the vessels with using the tunnel.

In 1845, the family moved to Pascagoula where he worked and dredged the river with a "powered" dredge, diverting shipping from Gautier on the west bank. He was so popular that he was elected to the Mississippi Legislature, representing Jackson County in the lower house through 1849.

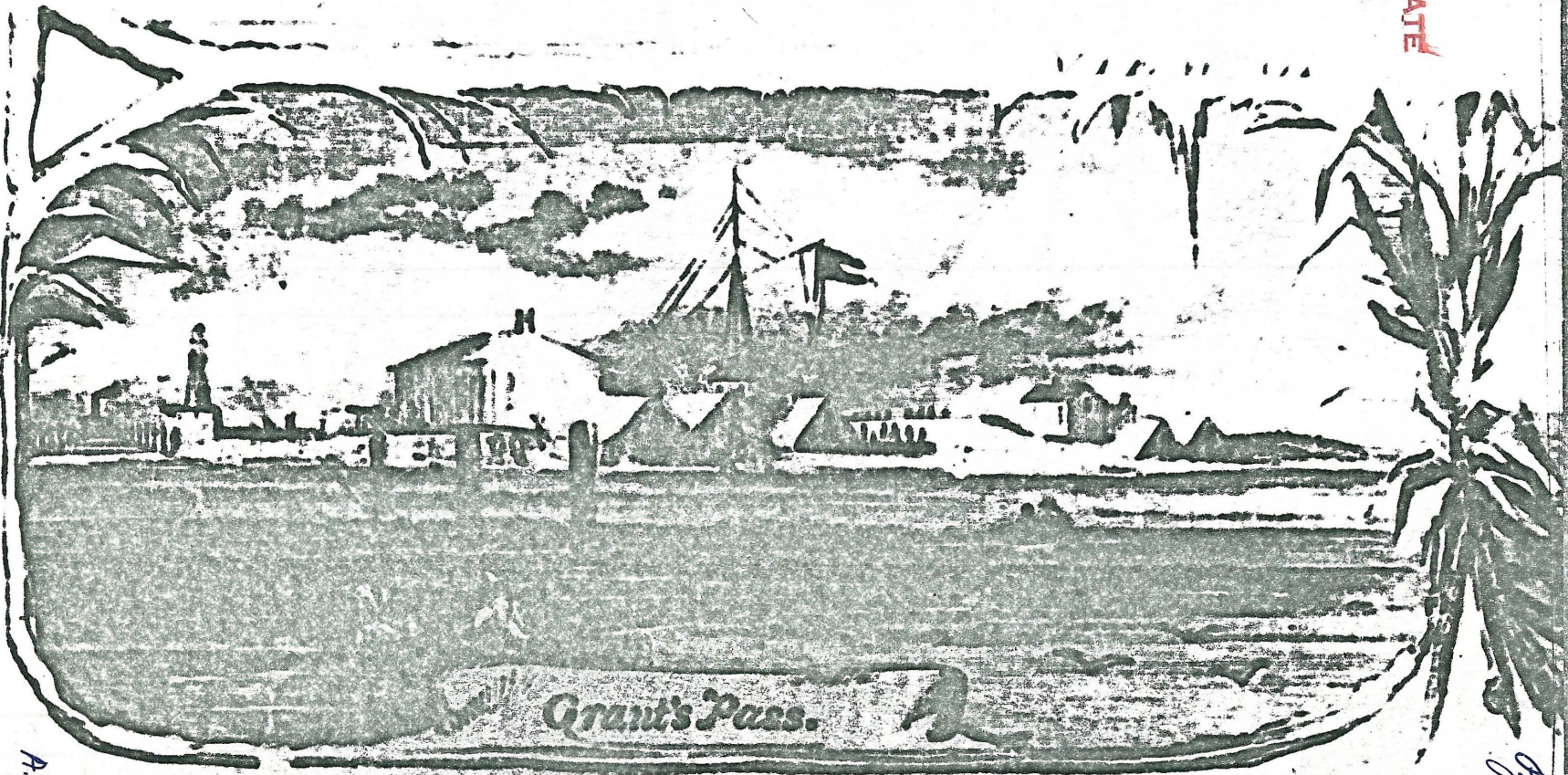
In 1848 he and five businessmen from Mobile organized the Adams and Mobile Steam Mail Line Co., and ultimately operated steamship service between the Gulf coast. He was superintendent and manager of the line. And part of the time he owned the steamer Florida for some years, hence the title "Captain Grant". 10 years he sold his interests and began to operate "mail boats" across Lake Pontchartrain. In 1861, he was captured by the Louisiana State government seized his fleet to be converted into the Confederacy. At the end of the war he was left with no ships were gone, the government sold his large stock of goods at auction, and his fleet was in the hands of the U.S. Army. His reputation during the infamous reign of General Butler in New Orleans was such that he regained possession of his fleet in 1865. He was one of the mail contractors. He sailed to Mobile where he was elected to the Louisiana Legislature. He was elected to the U.S. House of Representatives in 1868, and was one of the first to be elected to the U.S. House of Representatives. He died in New Orleans in 1870.

HARPERS WEEKLY MAY 31, 1862
FROM THE ARCHIVES OF THE STATE OF ALABAMA

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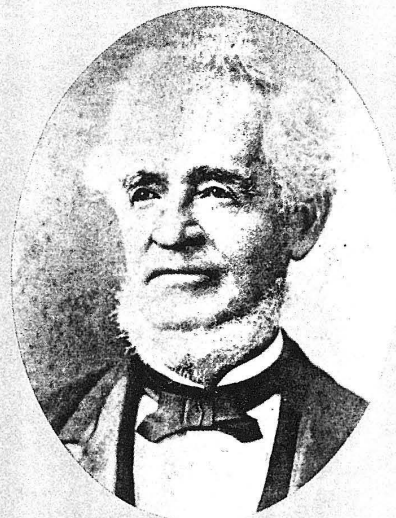


Grant's Pass.

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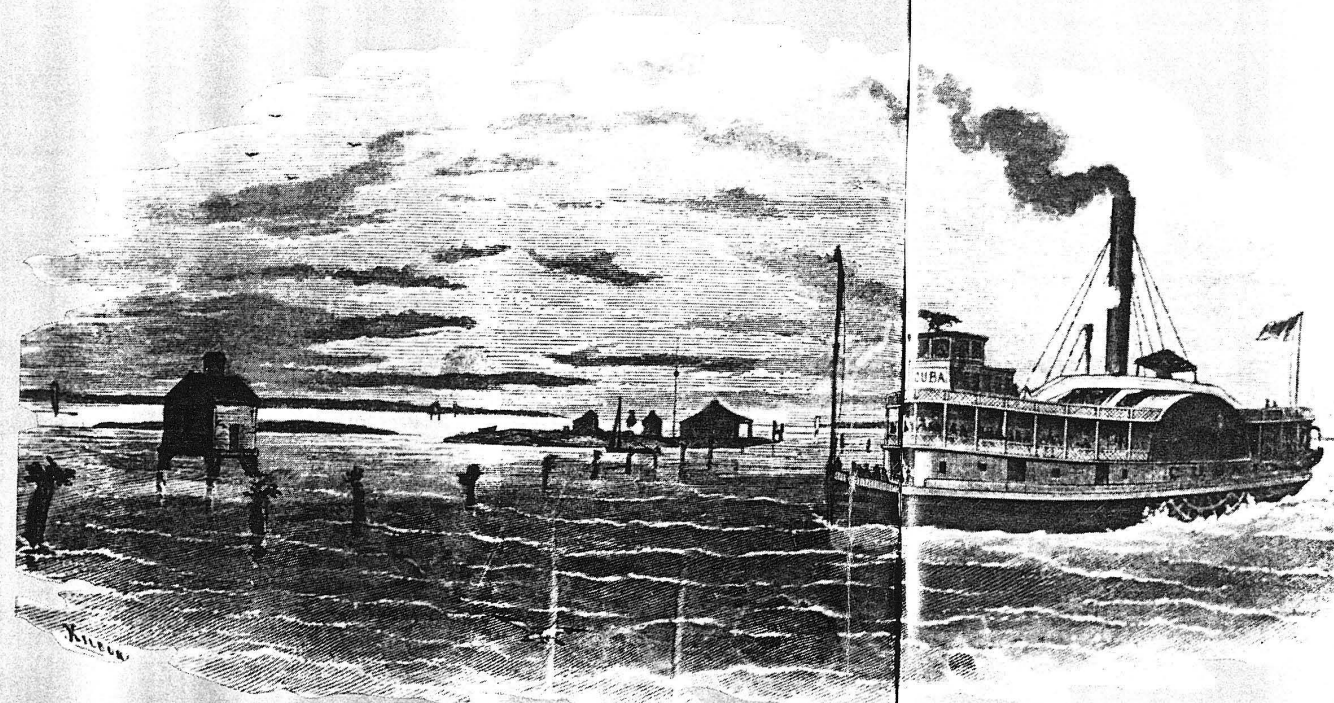
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CAPTAIN JOHN GRANT: FATHER OF GULF COAST TRANSPORTATION



Above: Captain John Grant died in 1887, about 10 years after this photograph was taken. He is buried in Pascagoula, in the family cemetery on the site of his former home on Grant's Lake. Courtesy, Tommy Wixon

Above right: Captain John Grant maintained and collected tolls at Grant's Pass, a direct steamboat connection between the Mississippi Sound and Mobile Bay, until the packet trade was diminished by the railroad. MCM



In the antebellum period, water—both fresh and salt—served as the main avenue of commerce and travel. The coast had plenty of both in the form of rivers and lakes. In antebellum parlance the term “lakes” included Lake Pontchartrain, Lake Borgne, Mississippi Sound, and Mobile Bay. Hence advertisements in the New Orleans and Mobile papers for boats engaged in the lakes trade included stops at every village from Shieldsboro to Pascagoula. The steamboat, which first appeared in New Orleans in the opening years of the century, revolutionized area transportation by eventually establishing rapid connections between that city and Mobile.

The first regularly scheduled steamboat entered service on the New Orleans-to-Mobile run in 1827 carrying freight, passengers, and mail between the two cities, but the first voyages exposed three obstacles that

rendered any regular schedule impossible to keep. In the first place, New Orleans needed to develop some type of rapid transit to move passengers five miles north through the swamps to the steamboat landing at Milneburg on Lake Pontchartrain. In the second place, the reefs between Dauphin Island and mainland Alabama blocked direct entry between Mississippi Sound and Mobile Bay. This situation forced boats into the open Gulf at Ship Island Pass and left them prey to sudden storms as they ran the gauntlet to the mouth of Mobile Bay. Thirdly, the shallow depth of Mobile Bay required 30 miles of lighterage for freight and passengers from the east end of Dauphin Island to the city proper. The man destined to solve all three of the problems, John Grant, who bore the honorary title “Captain,” arrived on the Gulf Coast at the age of 36 to begin a

55-year career that would earn him the title “Father of Gulf Coast Transportation.” As the inventor of the Baltimore Harbor Dredge, Grant was hired by the federal government to dredge Mobile Bay. Beginning work in 1827, Grant cut a channel from Dauphin Island to a point only five miles from the city, ending the costly and time-consuming lighterage problem and greatly enhancing Mobile’s value as a port.

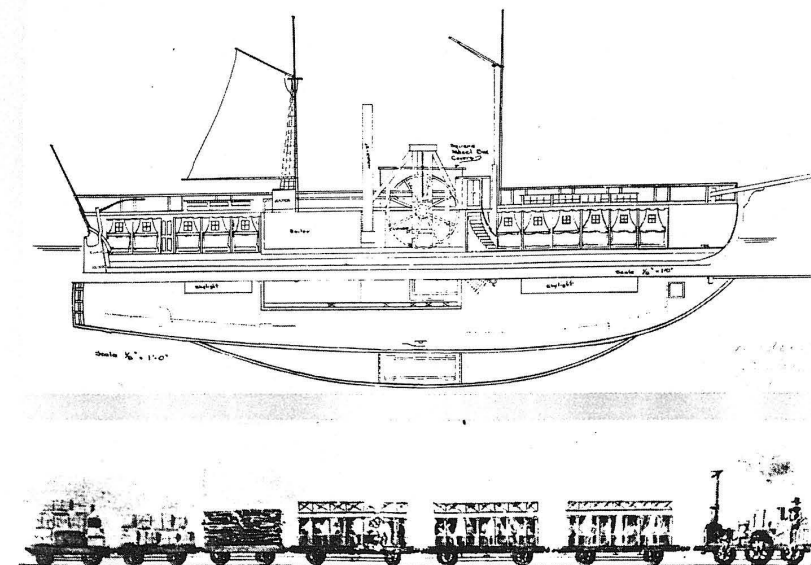
In 1829 the city of New Orleans called upon Grant to help build a railroad from downtown to the steamboat docks at Milneburg. Two years later he completed the Lake Pontchartrain Railway, probably the third line in the entire nation. After the first year of operation, a tiny steam locomotive replaced the horse-drawn cars. In 1839 Captain Grant cut a six-foot-deep pass through the Dauphin Island reefs,

providing a shorter and sheltered direct steamboat connection between Mississippi Sound and Mobile Bay. Grant’s Pass halved the freight rates between New Orleans and Mobile, cut insurance costs by two-thirds, saved uncounted lives, and made the port of Pascagoula possible.

During his long career Captain Grant held what amounted to triple citizenship in Alabama, Mississippi, and Louisiana, and he served in the legislatures of all three. He owned houses in New Orleans, Mobile, and Pascagoula, but he put his roots down in the last, where he built the town’s first church and made his home on the tidal lake that now bears his name. His son married a Krebs, and his daughter married a Delmas, uniting his family with two of the most prominent in town.

Below left: The steamboat New Orleans, whose reconstructed plan is shown here, inaugurated steamboat service on the Mississippi River in 1812. Three years later in preparation for the Battle of New Orleans, the steamboat Enterprise was pressed into service, becoming the first steamboat used for warfare. By 1827 steamboats began the New Orleans to Mobile run. HNOG

Bottom left: The first steam locomotive south of the Ohio River, “Smoky Mary” began service in 1832. For decades the tiny engine jolted passengers along the five-mile Pontchartrain Railroad from downtown New Orleans to the Milneburg steamboat docks for departure to the Mississippi Gulf Coast. HNOG



your name
6 Nov. 1966

NOV. 6 1966

Archie Quinn Gautier
Collection

Know
Your
Coast



REVIVING THE FAME OF CAPTAIN GRANT

KNOW YOUR COAST complements the Jackson County Historical Society on its project of presenting to this generation, with an historical marker, the name and fame of Captain John Grant of Pascagoula who, all along the Coast from New Orleans to Mobile, left permanent progress and prosperity in the wake of his many achievements.

He is buried in the old Grant Cemetery of Pascagoula and his tomb is marked by a 14-foot shaft. But visitors seldom if ever find their way to this solemn spot — and even then the inscription, which briefly states that he died in 1887 at the age of 91 and was the constructor of Grant's Pass, tells the uninformed nothing of the greatness of John Grant — inventor, engineer, legislator and the first railroad man of the South.

The Coast first became conscious of the genius of John Grant around 1829 when, then only 33 years old, he built the New Orleans and Lake Pontchartrain, the first steam railroad in the Deep South and the second in the nation. He designed and first opened the throttle valve on its famous "Smoky Mary," the first locomotive to ever run south of the Ohio River. He invented the first elevated railroad platform that permitted unloading on a level with the car floor and then, transferring his engineering acumen to the river at New Orleans, invented the first wharves with inclined apron fronts so steamboats could discharge cargo at any stage of water.

After building the railroad at New Orleans, he located permanently in Pascagoula, turned his genius to his adopted town and, in 1840, dredged the East Pascagoula River, giving it a 6 foot channel. By diverting the river traffic from the West Pascagoula branch at Gautier, he started Pascagoula on its march to its present day industrial and maritime prosperity.

But Grant's Pass, of all his engineering achievements, is the one for which he is best remembered. The government itself, for five years between 1827 and 1832, had tried to construct a short cut between the navigable waters of Mobile Bay and Mississippi Sound and finally abandoned the project as impractical. Captain Grant, however, was convinced the failure was due entirely to wrong channel location and tried to interest private capital to start over again on another route he proposed. But the failure of supposedly expert government engineers had killed the interest of all possible investors.

So, in July of 1839 — plunging his own personal fortune — Captain Grant started to dig his own route, having received skeptical authorization from the Alabama Legislature that IF HE SUCCEEDED he could charge a tonnage toll for 25 years to retrieve his investment. In a little over a year he had successfully achieved the famous Grant's Pass that has remained the practically unchanged channel ever since. And so reasonable were his tolls that the coastal trade between Mobile and New Orleans immediately began to boom.



REVIVING THE FAME OF CAPTAIN GRANT — The shaft in old Grant Cemetery of Pascagoula towering over the tomb of Captain Grant who, when he died, left not only a long line of achievements but a strong line of descendants — four children, twenty-nine grandchildren and seventy-eight great-grandchildren all living in Jackson County. (The inset of Captain Grant was reproduced from a photograph over 70 years old by Watson Studio — and the photograph of the shaft was taken by Clifford Stagg. Both were loaned to **KNOW YOUR COAST** by the Jackson County Historical Society).

Later he organized the New Orleans and Mobile Steam Mail Line whose historic steamers throughout the Fabulous Forties and Fifties poured a steady stream of vacationers into the resort towns of Mississippi City, Biloxi, Ocean Springs and Pascagoula.

As a measure of his status in his day Captain Grant was the only Coast celebrity of the past or present we know that was called to the legislatures of the three Coast states of Alabama, Mississippi and Louisiana — and called is correct, for he never sought office in his life.

As a final capsule summary of the integrity of this great man of the Coast of over a century ago — integrity which was as highly respected as his engineering genius — we repeat this one typical Captain Grant story. While in the Alabama Legislature in 1866, he actively supported the bill for a new railroad to be called the New Orleans and Mobile. His astonished fellow members asked him if he did not realize that such a railroad would not only drastically reduce his Grant's Pass toll revenue but would practically wipe out the trade of his Coast steamship lines. "Certainly I do," roared Grant, "but I am here to represent my constituents, not my own selfish interests. The people of Mobile want this railroad, therefore I'm voting for it."

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Newlyweds and money

By JANET K. LUKENS

MCES Coast Consumer Management Center

It's important for newlyweds to have a frank discussion about money before marriage. It's equally important and possibly more complicated for those contemplating a second marriage.

These "newly-weds" will not only bring different backgrounds and experiences to their marriage but may also bring assets and liabilities that could complicate their financial picture.

TO EASE THE transition from "my money" to "our money," the couple should discuss their long- and short-term financial goals. This would be a good time to discuss saving and spending habits and attitudes toward future financial changes such as children, not working, or early retirement. Try to understand your partner's habits and ideas and compromise on any areas of disagreement.

Continue your discussion by sharing your current financial status. A balance sheet of each individual's overall assets and liabilities will help each get a picture of the financial situation.

Decide whether each will be responsible for paying off his own previously incurred debts or if debts will be repaid as part of your joint obligations. Debts that surface after the wedding, especially from a previous marriage, can be a source of resentment.

Likewise, take a look at assets. Who will hold title to property? When children or ex-spouses are involved, it is especially important that ownership and heirs of assets are clear from the start.

Take a look at the credit situation. If either partner has bad

Consumer update

credit or perhaps a bankruptcy in his/her past, it is best that accounts be separate. If credit is kept in separate names, a bad credit history should not effect the other spouse's record.

Even if credit and bank accounts will be joint for the most part, it is best that each keep their own separate credit identities. At least one charge card in each of your names is usually recommended. The woman should use her first name (not Mrs. John Johnson) when applying for credit.

TO POOL OR not to pool an income is an area in which even financial experts can't agree. Pooling aids newlyweds in regarding themselves as a couple but too often gives too much power to one spouse.

Conflict is lessened when both take time to plan together how bills will be paid. A budget developed to allocate income to expenses can create harmony in the relationship.

After the marriage, you will want to look into your insurance options, employee benefits and preparing a will. For more information on these topics, contact the Mississippi Cooperative Extension Service Consumer Money Management Center in Biloxi at 1-388-4710.



HAVING A HAPPY ONE — The Pascagoula Rotary Club honored longtime member John O. Grant Jr. on his 90th birthday Thursday, July 23. Attending the festivities were his granddaughter, Kathleen Williams (left), his daughter, Gloria Moore (second from right), and grandson,

Bragg Moore (right). Grant's son, John O. Grant III, of Charlotte, N.C., was unable to attend. Grant and his wife, the former Rita Kenny of New Orleans, have 10 grandchildren and eight great-grandchildren.

Staff Photo/Jerry Moulder

Helping kids think

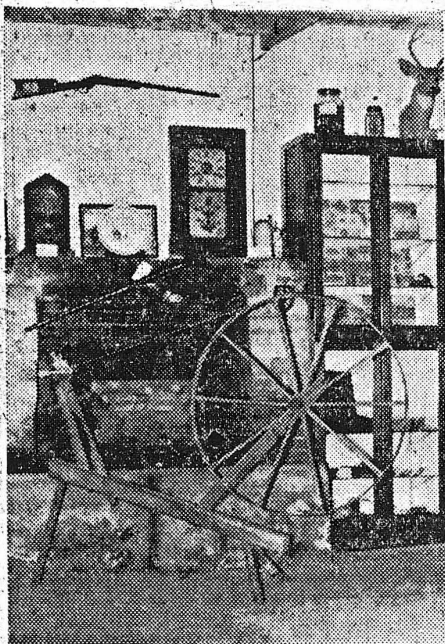
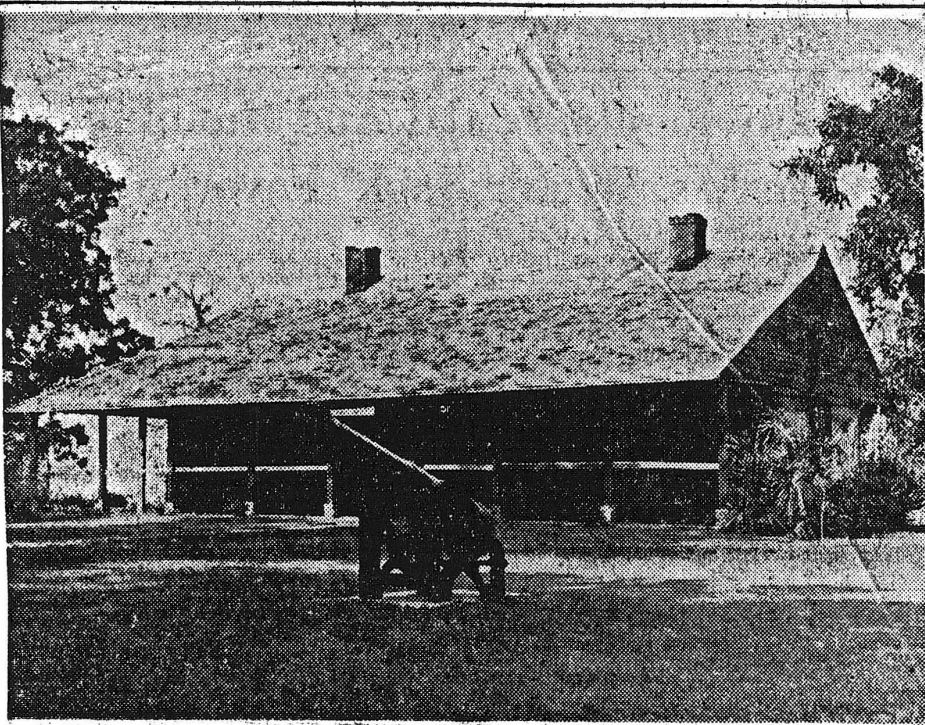
By NORINE BARNES

OS Rotary
hears attorney

Pas PTA Council workshop set

John Grant -
MAKE 2
copies
of this -

Page 10-A



... Mobile Press Register Photos

OLD SPANISH FORT IN PASCAGOULA DEDICATION SCENE

In the upper photo is shown the Old Spanish Fort, now under the direction of the Jackson County (Mississippi) Historical Society in Pascagoula, where a plaque honoring Capt. John Grant today. The plaque, though to be unveiled and dedicated at this historic old place, will be given a permanent place on Grant Avenue in Pascagoula. In the two lower photos are shown some of the historic old relics to be found inside the fort. Many personal effects of Capt. Grant, who was once a major political and engineering figure in the coastal area, which were loaned to the Historical Society by the Grant family will be on display in the old fort today, as a special treat for the ceremonies.

Ceremonies Honoring John Grant Pioneer Engineer, Slated Today

By FORD COOK
Press Register Reporter

PASCAGOULA, Miss., Oct. 19 — At the site of the oldest remaining building and original fortification in the lower end of the Mississippi Valley area here this Sunday will be a ceremony paying tribute to Capt. John Grant.

This native of the eastern part of the nation came to this area in the days when dredging and other phases of engineering were in their infancy and did considerable work along these lines.

He was a major figure in the

dredging of the first channel into Pascagoula and also did much railroad engineering work along the coast. The tribute to be paid to this man, whose grave is marked here in the Grant Family Cemetery on Grant Avenue, is in the form of a plaque to be contributed by Dr. John K. Bettersworth of State College, Miss., and the unveiling and dedication will be at Old Spanish Fort, but the site it is to be set up permanently will be at Pascagoula St. and Grant Ave.

The Jackson County Historical

Society, the motivating force behind this measure of preserving the historic past, is making plans for the public ceremony. In the old fort building, which is maintained by the society, will be many features of Capt. Grant's life on display, along with the many other things relating to history of coastal Mississippi.

Some of the captain's personal effects, loaned to the Historical Society by the Grant family, will be in the fort for viewing. And a short history of many of the feats by Capt. Grant, including

his service in the Legislatures of Alabama, Mississippi and Louisiana, will be given those who attend the ceremony.

In addition to the Grant phase of the program, the Historical Society will have on display its usual historic features and collection.

The old fort, site of Sunday's ceremonies, dates back to 1718 when it was constructed under the direction of Joseph de la Pointe, and is claimed to be the oldest building of its kind between the Appalachian and Rocky Mountains.

From Ships' Timbers

The building was said to have been constructed from timbers from wrecked ships, brick and oyster shell-clay mortar long before the days of timbering came to this area. The building is held together in its wooden parts by wooden pegs rather than nails, and brick said to have been made from native clay by local Indians, was used.

On the banks of Krebs Lake, the site of the old fortification, held alive for the present by the Historical Society, Sunday will turn back the pages of time in some respects for the many visitors expected to see the dedication of the "Capt. John Grant plaque."

Seeds of Mobile land dispute sown when boat toll channel dug in 1839

By Michele MacDonald
News staff writer

MONTGOMERY — Little did entrepreneur John Grant know that when he dug a channel across Mobile Bay in 1839 that he also was sowing the seeds of a land struggle that would bear bitter fruit 144 years later and threaten the stability of a state university.

But that's exactly what has happened. Today, the University of South Alabama claims it owns the land — mostly under water — that Grant took over from the state so long ago in order to dig a channel which allowed him to collect tolls from passing boats.

Gov. George Wallace and many state legislators, however, are arguing that the state is the rightful owner, especially since large oil and gas deposits may lie on the tract of about 7,700 acres.

Wallace called the current special session of the Legislature to attempt to reclaim the land and has two bills aimed at that goal. All the people of the state should profit from any oil deposits there, he has said, not just USA.

One of his bills would merely give the land to the state. The other, however, would abolish USA's board of trustees and form a new one to take office Jan. 1, presumably with members who would be more agreeable to dropping pending lawsuits over the issue and giving Wallace what he wants without a fight.

USA OFFICIALS were prepared to deal with the first bill, since it was raised unsuccessfully earlier this year. But USA President Fred Whiddon says the second bill would cause so much disruption that it could mean the university would lose its accreditation, which is to be reviewed this month.

"This bill simply fires the whole board and corporate structure of the university," he told a House committee Thursday.

"If you did this to all universities throughout the state, you'd have nothing but confusion and chaos," added Rep. Pete Turnham of Auburn.

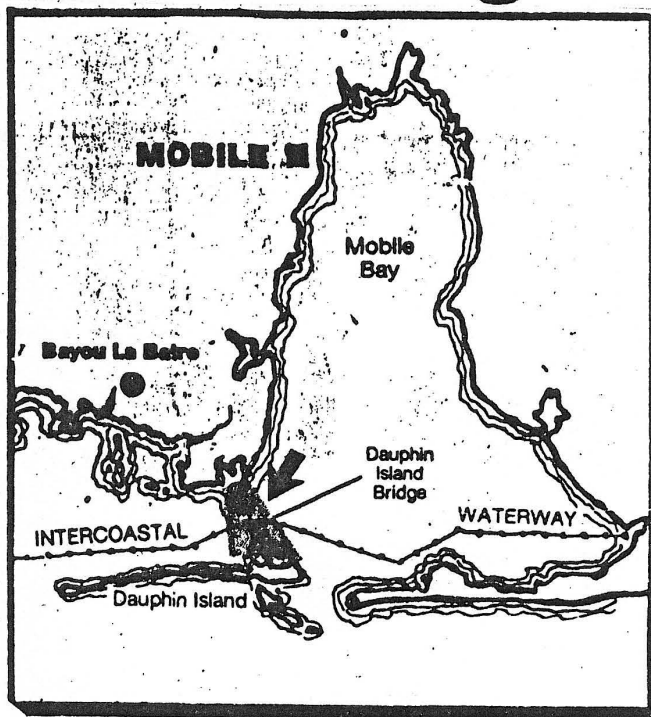
No state officials, or others, even bothered to consult with USA leaders to see if there was a need for changes in USA's board or if there were any problems with the existing membership, said Aubrey Green, board vice president.

The squeeze play Wallace has put USA officials in has left them without many options in fighting the "land grab" attempt as they and Mobile area lawmakers call it.

Judging by the speed in which House and Senate committees passed both bills Thursday, it appears they have enough backing to gain final approval in the Legislature.

Questions about ownership of the land have come to the forefront recently because State Geologist Ernest Mancini says Grant's Pass, as the land is known, is the most choice area of offshore land remaining to be leased for oil and gas drilling.

BUT THE LAND ISSUE really goes back to



Grant, who obtained a 25-year franchise in 1839 to dig his channel, which supposedly cost a whopping \$100,000.

Although the Legislature later denied an extension of that franchise, Grant continued to maintain the channel and to charge tolls.

A court ruled Grant did indeed possess the land, Whiddon said. After he died, his estate sold the property to Felix McGill — just the beginning of a chain of transfers. McGill gave the area to the Catholic Bishop of Mobile, who gave it to the Mobile Chamber of Commerce, which gave it to USA in 1974.

At the time, it didn't seem like much of a gift.

"I said, 'Thank you a lot,'" Whiddon recalled. "I couldn't think of what we were going to do with some mud under Dauphin Island bridge."

USA officials researched the property and found no specific legal description of its boundaries, Whiddon said, and so were concerned about legal ownership.

After numerous discussions about the land, former Gov. Fob James agreed to give USA a patent stating that the university did in fact own the about 7,700 acres — which USA agreed to even though they believe they really owned about 15,000 acres.

REP. ALVIN HOLMES of Montgomery said Thursday, "Fob James had no business doing something he shouldn't have done."

The House sponsor of both the land bill and the

trustee shakeup bill, Rep. James Campbell Anniston, argued that the state owns all navigational waterways and that ownership cannot be given away by anyone. Plus, he said Grant never got deed to the land to begin with and so neither he nor the others ever legally owned it.

But USA officials claim Grant and his successors gained ownership through "adverse possession" and point out that they paid state taxes on it for 78 years.

"This (land) was given as a gift for endowment," Whiddon said. "We are trying to protect trust of this state that was given to educate your people."

If the state can come in and claim any property it wants regardless of true ownership, then all endowments to state universities may be in danger, Whiddon warned.

All that doesn't seem to matter to the Legislature as members eye possible tax revenues to the state from future wells on the property, which Wallace said he wants to let out for bids in August.

Holmes, for one, said he wants all universities and colleges to share in any income which may result from wells in Grant's Pass.

Income from the wells probably will be in the millions, USA officials and legislators agree, but no one yet knows how much John Grant's land will eventually be worth — or who will reap the profits.

BIRMINGHAM
NEWS

4 Dec. 1985

Capt. Grant pioneered programs to help promote county growth

by DON BROADUS
Mississippi Press Staff

Jackson County officials today are seeking deeper water in the Port of Pascagoula and a wider channel is one of the requirements for Navy homeporting here.

That same quest was going on more than 100 ago and probably since the first white settlements were established along the mouth of the Pascagoula River.

Capt. John Grant, who is remembered in the histories of Mississippi, Alabama, Louisiana and Maryland, is the father of the Port of Pascagoula.

Born on Nov. 25, 1796, in Chester County, Pa., Grant at the age of 12 was supporting his mother and his eight brothers and sisters with his mechanical genius in the industrial complexes of Baltimore, Md. He was married at the age of 20 and invented several improvements on the scoop dredges which he used to improve the Baltimore harbor.

In 1827, Grant came to Mobile to build a dredge for the government and in 1829 built the New Orleans and Lake Pontchartrain Railroad, the first steam railroad in the South.

Grant is buried in Grant Cemetery in Pascagoula. He lived in Pascagoula for a number of years and died in 1887. In 1840 he dredged away a sandbar blocking the mouth of the Pascagoula River, deepening the opening from three to six feet and opening the city to port activities, which before then were concentrated in Gautier at the mouth of the east Pascagoula River.

The Port of Pascagoula as it exists today could very well be in Gautier if it were not for Grant's action.

Grant's contribution to the Port of Pascagoula did not stop with dredging the mouth of the river.

The U.S. Corps of Engineers from 1827 to 1832 attempted to connect the Mississippi Sound with Mobile Bay. After several failures, the Corps gave up and quit.

Grant, believing the Corps had selected the wrong route for the channel, attempted to raise private capital for the venture. Failing, he used his own personal fortune and completed Grant's Pass in 1838, less than a year after he started work. The pass greatly expanded commerce between New Orleans and Mobile.

The Alabama Legislature enacted a bill allowing Grant to levy a tariff of up to 15 cents a ton for cargo moved through the pass. He never levied the entire tariff but soon recovered his investment and realized a handsome profit.

It was not until the sawmill industry began to blossom in the mid-1800s that the real need for deep water was realized.

Smaller sailing vessels could load lumber in Gautier and Pascagoula but the big market was in Europe and schooners large enough to supply the European market could not take on a full load at dockside.

The problem was partially solved by baysmen (today longshoremen), according to Marcel Poitevin of Pascagoula, whose grandfather, Paul Marcel Poitevin, was a timber buyer for Robinson Land & Lumber Co., which operated a sawmill on Robinson Island between Moss Point and Escatawpa.

CAPT. JOHN GRANT, father of Port of Pascagoula, opened the to water traffic by dredging mouth river.

Logs shipped to Europe were squared at the Moss Point, then rafted by baysmen to be waiting in the Mississippi Sound.

The sawmill industry had roots in Vancleave in 1840 centered in Moss Point following the Civil War. At the height of the lumber boom, there were sawmills in Moss Point alone.

Poitevin said his grandfather traveled as far north as St.

County, buying timber which was cut and rafted to Moss Point. "London is built with Mississippi timber," he said.

Poitevin's great-grandfather was Dr. Auguste H. Poitevin, French surgeon who came to Pascagoula after taking part to rescue members of the French consulate which was under siege.

See PORT..... Page 3-

2-E—Mississippi Press People and Progress

Sunday, March 16, 1986

Father of Pas port

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

"Grant Cemetary"

A marble shaft in this family burial ground honors Captain John Grant and his wife Elizabeth. Captain Grant was twice married. His first wife, Elizabeth Disney, whom he married in Baltimore before he was 20 died in Pascagoula, Nov. 29, 1868 at 74. His second wife was Lucy A. Davis, widow of Louis H. Dorphley, who was still living at the time of his death. He was the father of six children, Eliza Ann, John Lafayette, Mary, Isabella, Washington and Susan. Captain Grant died in New Orleans but was buried in the family cemetery in Pascagoula beside his first wife and their son, Washington.

Captain Grant's unusual talents and genius for things mechanical cropped up at his home in Baltimore, Md. when he was only nine years old, (He was born Nov. 25, 1796 in Chester County, Pa.) when he went out into the world to make a living as a mechanic. Three years later he was the chief support of his mother and eight brothers and sisters. At 20 he was a married man with ambitions of improving the Baltimore harbor. Five years later he had perfected a harbor dredge that basically is the design still in use today. In 1827 he was hired by the government and sent to Mobile where he built a dredge to be used in harbor work along the Gulf Coast. Two years later a group of financiers approached him about building a railroad and in 1831 he completed work on the five mile long Pontchartrain Railroad which connected New Orleans and Milneburg on Lake Ponchartrain and he was hired as the first superintendent. During this period he invented the first raised station platform in order to expedite the movement of freight.

In 1838, after the government had given up as impracticable the idea of dredging a channel from Mobile Bay into Mississippi Sound, Capt. Grant raised \$109,000 on his own and began to dredge a channel through what is still known as Grant's Pass between Dauphin Island and the Alabama mainland, permitting the passage of ships and saving many miles of slow travel out into the Gulf. Captain Grant was given the right to charge all vessels which used the ~~tunnel~~ channel a toll of 15¢ per ton.

In 1840 he and his family moved to Pascagoula where he went to work and dredged the east branch of the Pascagoula River with a real "horse-powered" dredge, diverting shipping from Gautier on the west bank. He became so popular that he was elected to the Mississippi Legislature, representing Jackson County in the lower house through 1844.

In 1848 he and five businessmen from Mobile organized the New Orleans and Mobile Steam Mail Line Co., and ultimately operated several low-pressure steamers for both freight and passenger service between cities along the coast. He was superintendent and manager of the line, and personally commanded the steamer Florida for some years, hence the title "Captain". After 10 years he sold his interests and began to operate "carriage trade" steamers across Lake Ponchartrain. In 1861, he was an outspoken Union man, and the Louisiana State government seized his fleet to be converted into gunboats for the Confederacy. At the end of the war he was 68, broke and heartsick, his ships were gone, the government owed him large sums of money on mail contracts, and his Pass was in the hands of the U.S. Army. His fortune had been swept away during the infamous reign of General Butler in New Orleans. After much wrangling he regained possession of his beloved Pass, but never was able to collect on the mail contracts. He settled in Mobile where he was elected to the Alabama Legislature in 1865. Later he moved to Amite, La. where he served in the Louisiana legislature, thus becoming one of the few men to serve in the legislature of three different states. He died in New Orleans April 4 1887, leaving 111 living descendants. Many residents of the Gulf Coast today trace their lineage back to this brilliant man.

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

John Grant, born in Chester County, Pa.

FROM THE DEPT. OF ARCHIVES- STATE OF ALABAMA

" MISSISSIPPI: A HISTORY" - by John K. Bettersworth

Chapter- " Transportation"- Page 197

The Railroad Arrives-

At first the stagecoach was the chief vehicle on the roads and traces of Mississippi, but by 1830 a new facility had entered the field of transportation- the railway. The first activity in railroads in the Mississippi Valley came with the buliding in 1831 of the five-mile-long Pontchartrain Railroad connecting New Orleans with Milneburg on Lake Pontchartrain. This was the first steam railroad south of the Ohio River. Its builder was Captain John Grant, of Mobile, who later became a Mississippian. Grant is remembered as having used the first raised platform. He was also a dredge builder. In 1838, he dredged a channel still known as Grant's Pass between Mobile Bay and the Mississippi Sound, and, in 1840, He moved to Pascagoula, where he dredged the east branch of the Pascagoula River and eventually opened a freight and passenger packet line along the coast between Mobile and New Orleans.

John Grant is listed in " Public Men in Alabama"-(Garrett) as a legislator 1865.

Public records show that John Grant served in the State Legislature of Alabama from Mobile in 1865-66 and 1866-67

Research done by

Sarah Cooper Freyer, February 1965

Mobile January 10th 1866
Capt John Grant

Dear Sir

I comply most cheerfully with your request to give you my opinion of the advantages secured to the trade between New Orleans and the towns and places on Mobile Bay and the Alabama River from the construction of the channel known as Grant's Pass. In order properly to appreciate the importance of that work one must have been acquainted with the difficulties and dangers to which those were exposed who were engaged in that trade before that channel was opened. Before Grant's Pass was opened there existed two very shallow channels through the shell reef between Dauphin Island and Cedar Point, and channels were then, and still are, navigable for very light draught vessels at high tide; but the liability to ground was so great that they were very seldom used, and vessels were detained frequently from two to seven days waiting for storms to subside so that they might with safety venture round the Islands, which was the course taken by

original

nearly all the boats and other vessels at that time engaged in the trade between New Orleans and Mobile. After the Pass was opened, so as to allow boats to pass through it (which was done in the year 1839) there was never any further necessity for vessels to anchor on account of rough weather outside, as they could escape all danger and ~~delay~~ ^{inconvenience} that ensued by the use of the Pass, and it was soon found that saving ^{ing} time and the security to vessels and cargo by using the Pass, was much greater than the amount of tolls charged for such use, and the price of freight and passage was on that account greatly reduced. I think that the loss of the use of the Pass would be a serious inconvenience to the trade which would cause an increased tax on transportation and travel. I know that to keep the channel open for navigation has heretofore required a great deal of labor, expense, and care, and it now requires a large amount of work to be done on it to put it in the condition it was in before the war, and should ^{additional} legislation be required, I know of no object of internal improvement that presents a juster claim to the ~~the~~ ^{the} ~~care~~ ^{care} of the Legislature than Grant's Pass.

If the above should be of any advantage to you in placing you right before the Publ^{ic}, and shielding you from those who would rob you of a just compensation for you

labor, capital ~~re~~ and risk in undertaking and completing
alone a work of great public utility, I most cheerfully
place it at your disposal, as the result of more than thirty
years experience.

I am very respectfully

Gives a personal knowledge of
the above statement of facts
having been in the trade 30 years.

Yours Most Obedient Servant
James Robertson James Hopkins
Patet St. Louis Capt. St. Louis

Having read the above statement of Capt. Hopkins, I can corroborate
what he says. My acquaintance with the trade and navigation
between New Orleans and Mobile commenced in 1829, and has continued
ever since. Before the opening of Grant's Pass, I have frequently been com-
pelled, by stress of weather to attempt to pass through "Pass Heron," and
have been aground there for several days at a time. I witnessed the pro-
gress of the work of opening the Pass and heard an almost universal
prediction of its failure. Have seen the efforts that were made to keep
it in navigable order since it was opened; and from its present
condition, know that it will require a large amount of work to be
done to preserve it from destruction, and place it in the condition
in which it was before the war.

I am with great respect

Charles Walker
Captain Steamer "Creole"

John Foster
Born in Mobile

March 22, 1826

Paul Pas -

Sept 25 - 1903

Engineer's Certif
Renewed in

19th Day June 1865
District of N.C.

James Forster
Cotton Dealer
Liverpool

Church -
Library -

Erected by William Foster
as a tribute of affection
to his wife Elin Foster
a native of Cork Co. Ireland
who died on 19th of Feb 1847

1861
Mother Cemetery, N.
Capt John Foster
Str. Arrow

Foster of Brickhill
John Foster Esq. of Brickhill
in Bedfordshire B. 21 June
1765

M. 1st Margaret Daughter of
— Place, Esq. of a family long
of Yorkshire
2nd Marriage 22 June 1803

Amelia dau of John Morgan
Esq.
Barrister at Law & Member of
Parliament

Mr. Foster, a Magistrate in
Engl. & Jamaica, was Chairman
for many years of the Central
Agrib. Soc. in London & in
consequence of the Important
Services he had rendered to

Grant Family

Memid John Foster b. 1840

Foster &
Wadsworth Banks -
Henry Foster of W.B. &
Felling Royd, both in
Co York & May 27, 1795
John Foster Slack, Son
of Thomas Foster, Man
of Big Green wood Rd
1 daughter 3 sons
(1) John from whom
present John of Slack
(2) Henry (3) Edw. of
Church
John of Wadsworth Lk
m 12/23/1790 Sarah
Haworth

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

SCHEDULE I. Free Inhabitants in the County of Jackson State
of Mississippi enumerated by me, on the 21st day of August 1850. *Samuel R. Rogers* Asst. Marshal.

District		Name of every Person whose name, place of abode on the first day of June, 1850, was in this family.		Sex and Age		Profession, Occupation, or Trade of each Male Person over 15 years of age.	Value of Real Estate	Value of Personal Estate	Place or Birth, Naming the State, Territory, or Country.	Whether deaf and dumb, blind, insane, idiotic, pauper, or convict.		
1	2	3	4	5	6	7	8	9	10	11	12	13
37	02	Mary Scott	36 F.	Seamstress	\$ 500	Indiana						
		Madison H. Scott	8 M.			Alabama						
		Pamela Scott	4 F.									
38	03	Leicester Dupont	40 M.	Carpenter	\$ 500	Mississippi						
		Elizabeth Dupont	40 F.			Illinois						
		Leicester Dupont	20 F.			Mississippi						
		Samuel Dupont	15 M.									
		Louis Dupont	12 M.									
		Rosa Dupont	10 F.									
		Ursin Dupont	15 M.									
		Alfred Dupont	11 M.									
		Julius Dupont	7 M.									
		William Dupont	6 M.									
		Leicester Dupont Jr	2 F.									
40	00	Reyer	34 M.	Reimer-mason		France						
41	01	Thomas A Jackson	22 M.	Reimer		Mississippi						
		Angelle Jackson	18 F.									
		Elizabeth Jackson	20 F.									
		Josephine Jackson	1 F.									
		Elizabeth Leach	13 F.									
42	02	Joseph Schwell	21 M.	Blacksmith	\$ 600	Germany						
		Mary Schwell	11 F.			Indiana						
		Benjamin Schwell	7 M.			Illinois						
		Duncan Brown	42 M.	School		South Carolina						
		Francis Williams	24 M.	Carpenter		North Carolina						
		Elizabeth Schwell	21 F.			Germany						
43	03	Washington Grant	20 M.	Carpenter	\$ 500	Maryland						
		Mary Grant	26 F.			Mississippi						
		John B Grant	7 M.									
		Mary P Grant	5 F.									
		Hilary H. Grant	3 M.									
		William H Grant	7 M.									
		Yasmine Leach	13 F.			France						
44	04	John A. Barnard	23 M.	Carpenter	\$ 500	France						
		Neil Mathewson	21 M.	Carpenter		Georgia						
		John White	25 M.			Virginia						
45	05	William Burlington	44 M.	Engineer		Rhode Island						
		Grant Burlington	20 F.			Virginia						
		Samuel Blackwell	18 F.									
		Andrew Perry	18 M.	School		Indiana						
		John Perry	21 M.	School								
46	06	Frederic Grant	23 M.	Carpenter		France						

90006

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

Page No. 53

SCHEDULE 1—Free Inhabitants in _____ **in the County of** Jackson **State** 929
of Miss **enumerated by me, on the** 6 **day of** July **1890.** Ap. Kang **Asst. Marshal**
Post Office East Pascagoula

Dwelling-house, or other building, or land, or other interest in real estate, in the name of the head of the family, or in the name of the owner, or in the name of the tenant, or in the name of the person in whose name the property is held.	The name of every person whose usual place of abode on the first day of June, 1890, was in this family.	Domicile.			Profession, Occupation, Trade of each person, male and female, over 15 years of age.	Value or Rental of same.		Place of Birth, Naming the State, Territory, or Country.	Married within the year.	Whether deaf and dumb, blind, insane, idiotic, pauper, or convict.			
		Age.	Sex.	Color.		Value of Real Estate.	Value of Personal Estate.						
1	2	3	4	5	6	7	8	9	10	11	12	13	14
358 300	Mary Emerton	15	f										
	" Alice	7	f										
	Mary Virginia	1	f										
	Charles "	4	m										
358 401	Geo A Bernard	53	m			Sanitary	1500	100	Miss	✓			
	Kangy	47	f										
	B. F. Pickett	23	m										
	May "	15	f										
	Alice "	11	f										
400 402	James Stephen	47	m			none			Miss	✓			
	May "	30	f						Miss				
	Wally "	7	m										
	Burwell "	8	m										
	Lusanna "	6	f										
	Adrian "	3	m										
	Teanna "	1	f										
401 403	Johnnie Mills	40	m			jewelry			Grand	✓			
	Rebecca "	27	f						Miss				
	Abraham "	9	m										
	Abraham "	16	f						Lucy	✓			
	Washington "	3	m										
402 404	Washington Lewis	37	m			carpenter	2000	100	Miss	✓			
	Delphine "	30	f						Miss				
	Yoo "	17	f										
	Rebecca "	15	f										
	Robert "	8	m										
	Mary "	6	f										
	Octavia "	4	f										
403 405	John B. "	25	m			carpenter	2500	100					
	Mary "	30	f										
	John C. "	19	m										
	Evelyn "	16	f										
	Evelyn "	13	f										
	R. B. "	8	f										
403 406	M. Owens	22	m			bricklayer	400		Evans	✓			
	John "	17	f						Miss				
	John H. "	14	m										
	Calder Varrago	2	f										
	Robert "	10	m										
		No. white males, 17	No. colored males,	No. foreign born,	No. blind,	7,400	500	No. Males,					
		No. white females, 32	No. colored females,	No. deaf and dumb,	No. insane,			No. females,					

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

The attention of claimants is called to the following forms in preparing their affidavits, an observance of which will save time, trouble and expense:

STATE OF *Mississippi*

On this *2d* day of *April*

Jackson County, to-wit: *1864*, personally appeared before me, the subscriber, a *member of the Board of Police* justice of the peace in and for the County aforesaid, *Mrs. Mary Grant*

who, after being sworn according to law, deposes and says, that *she* is the

mother of *John C. Grant* deceased, who was a

private of Captain *Griffiths*

Company, *L. 27* Regiment of *Mississippi* volunteers, commanded by Colonel

in the service of the Confederate States in the

present war with the United States; that the said *John C. Grant*

entered the service at *Pascagoula* in *Jackson* County and State of

Mississippi on or about the *1st* day of *October* *1861*

and died on the *11th* day of *November* *1862*

leaving *no* *children*, wife or children

That *she* makes this deposition for the purpose of obtaining from the Government of the

Confederate States whatever may have been due the said *John C. Grant* at

the time of his death, for pay, bounty or other allowances for his services, as

aforesaid.

Sworn to and subscribed before me,

(Signed)

Mary Grant

H. Krebs *member Board of Police*

And on the same day and year aforesaid, also appeared before me, a *member of the Board of Police* justice of the peace as aforesaid,

said, *Emanuel Deas* who is well known to me,

and whom I certify to be a person of veracity and credibility, who, having been duly sworn, says, that

he is well acquainted with *Mary Grant* *mother*

the claimant, and also well knew, for *several* years, *John C. Grant*

the deceased soldier herein mentioned, and that the statement made under oath by said

Mary Grant the claimant, as to *her* relationship to

the said deceased soldier, is true and correct in every particular, to the best of *his* knowledge and

belief, and that *he* the said *witness* is wholly

disinterested.

Sworn to and subscribed before me,

(Signed)

Emanuel Deas

H. Krebs *member Board of Police*

member Board of Police

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

FORM No. 58

CERTIFICATE TO BE GIVEN A SOLDIER AT THE TIME OF HIS DISCHARGE

I CERTIFY, That the within named John C. Grant
a 4th Corporal of Captain H. B. Griffin's Company (L.) of the
27th Regiment of Mississippi Vol. was born in the County of Jackson in the State of
Mississippi aged 19 years, five feet, six inches high, Light complexion,
Blue eyes, light hair, and by occupation a Steamboat Clerk was enlisted by Capt.
H. A. Raulman at Pascagoula, Miss. on the 2^d day of
October 1861 to serve for One year, and is now entitled to discharge by reason of
10th day of May 1862 to serve for three years or the war, and
died at Bragg Hospital, Ringwood, Ga. on the 3^d day of November
1862. The said 4th Corp. John C. Grant was last paid by paymaster Capt. Williams
to include the 10th day of May 1862, and has pay due from that time to the present date
his death, a period of four months & three days at \$13.00 per month \$55.30
There is due him Dollars traveling expenses from
..... the place of discharge, to the place of enrollment,
transportation not being furnished in kind.
There is due him for Commutation \$25.00

There is due him for Commutation of Horse days at per day

He is indebted to the Confederate States Dollars on account of

Given in Duplicate at this day of 186...

H. B. Griffin Commanding Company.

FORM No. 59.—Account to be made by Quartermaster.

For pay from of 186¹ to of
186², being months and days, at Dollars per month,
For pay for traveling from to
being miles, at
For Commutation of Horse days at cents per day,

X No 9.313

Inventory and Final
Account of Corporal
John C Grant deceased
late of Comp & 25th Miss Regt

Order 86

26 Mar 1863

State of Mississippi
Jackson County, to-wit: }

On this second day of April
1864, personally appeared
before me, the subscriber, a member of the board of police in
for the county aforesaid, Mrs Mary Grant who, after being sworn
according to law, deposes and says, that she is the mother of John C.
Grant deceased, who was a private of Capt. Griffin's Company, L.
27th Regiment of Mississippi volunteers, commanded by Colonel
in the service of the Confederate States in the
present war with the United States; that the said John C. Grant entered
the service at Pascagoula in Jackson County and State of Mississippi
on or about the second day of October 1861 and died on the third
day of November 1862, leaving neither father, wife or children;
that she makes this deposition for the purpose of obtaining from the
Government of the Confederate States whatever may have been due the said
John C. Grant at the time of his death, for pay, bounty or other allowance
for his services, as private aforesaid.

Sworn to & Subscribed before me
H. Krich

Member of the Board of Police

Mary Grant

Sworn to & Subscribed before me

H. Krebs

member of the Board of Police.

Mary Grant

And ~~On~~ the same day and year aforesaid, also app-
-eared before me, a member of the Board of Police as aforesaid, Emanuel
Deas — who is well known to me, & whom I certify to be a
person of veracity and credibility, who, having been duly sworn, says,
that he is well acquainted with Mary Grant mother of the Claimant,
and also well knew, for several years, John C. Grant the deceased
Soldier herein mentioned, and that the statement made under oath by
said Mary Grant, the Claimant, as to her relationship to the said
deceased Soldier, is true and correct in every particular, to the best of
his knowledge and belief, and that he the said witness is solemnly disim-
-peached.

Sworn to & Subscribed before me,

H. Krebs

member of the Board of Police.

Emanuel Deas

Inventory of the effects of John C. Grant, deceased, late of Co (E) 27 Reg. Mib. Vol. who died at Bragg Hospital, Ringgold, Ga, on the third day of November 1862.

Articles	This soldier died at Bragg Hospital, Ringgold, Ga, away from his command, no effects, except \$	to	H. B. Griffin Capt. Co E 27 Reg. Mib. Vol.
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Final Account of 4th Corporal John C. Grant, deceased late of Co (E) 27 Reg. Mib. Vol. who died at Bragg Hospital, Ringgold, Ga, on the third day of November 1862.

Be certify that the within named John C. Grant, 4th Corporal of Capt. H. B. Griffin's Co (E) of the 27 Reg. Mib. Vol, was born in the State of Mississippi, aged nineteen years, height five feet six inches, eyes blue, complexion light, hair light, occupation when enlisted a trainboat- Clerk, was enlisted by Capt. H. A. Rankin at Pascagoula in the State of Mississippi, on the second day of October 1861, to serve for one year, re-enlisted on the tenth day of May to serve for three years or the war, and died at Bragg Hospital, Ringgold, Ga, on the third day of November 1862.

Said 4th Corporal John C. Grant was last paid by paymaster Capt. Williams, to include the thirtieth day of June 1862, and has pay due him from that date to the date of his death, a period of seven months and three days, at \$13⁰⁰ per month \$53.30

There is commutation due him 25.00

He is due the Confederate States on account of clothing

Balance due said soldier \$78.30

We are compelled to make out these reports in this form, for want of blanks, which we cannot procure

Given in duplicate at Natchez, Miss Jan. 21st A.D. 1863

H. B. Griffin Capt. Co E 27 Reg. Mib. Vol.
His legal Representative is Mrs. M. Grant Pascagoula, Miss

Ravenwood Oct 29/63

Capt John Foster

Dear Sir

I am still here
and pretty well; and attending Court as
a witness every day, we have had 48 hours
of rain after one of the driest spells. I
have seen here since I have been at
this place I cannot say when I can leave
for your City as I must first get my
crop sowed as something to eat at this time
seems to be the most important matter
and with proper care in sowing them I
shall have potatoes enough to do me, and
if I have good luck to keep my legs from
being stolen I may have much enough for
the negroes, and as for myself I have just
eaten it for the last three months and get
along very well without it, I would like to hear
from you all and all our folks, if you can
see Mr. Wilber the bearer of this he would
bring any package you might have to send
I get no papers but such as are brought through
by hand, Give my love to Mather and Susan
and all the rest and accept for yourself
the regards of
Yours truly
John Grant

Richmond Sept 21st / 61
Capt John Foster

Dear Sir

This will inform
you of my good health, and that I
have gotten my accounts for the
Boats paid, and will let my pay
in New Orleans, there is no news here
more than you can get daily by
the papers in your City, the paper
informs us of the stoppage of the Boat
between your City and Orleans, that
we must expect, I do not expect to
leave this for a few days, as I have
made some very important improvements
in fire arms for which I shall secure
a sight before I go, and may possibly
stop to have a test before I leave.
I am pleased with the sale
of the U.S.C. and hardly think I
will again have anything more to do
with Boats. My love to all and I
will be back as soon as possible
Yours as ever

John Grant

GRANT FILE *Genealogy File* DO NOT CIRCULATE

Pg. 2

Mobile January 10th 1866
Capt John Grant

Dear Sir

I comply most cheerfully with your request to give you my opinion of the advantages secured to the trade between New Orleans, and the towns and places on Mobile Bay and the Alabama River from the construction of the channel known as Grant's Pass. In order properly to appreciate the importance of that work one must have been acquainted with the difficulties and dangers to which those were exposed who were engaged in that trade before that channel was opened. Before Grant's Pass was opened there existed two very shallow channels through the shell-reefs between Dauphin Island and Cedar Point, which channels were then, and still are, navigable for very light draught vessels at high tide; but the liability to ground was so great that they were very seldom used, and vessels were detained frequently from two to seven days waiting for storms to subside so that they might with safety venture round the Islands, which was the course taken by

A.G.
File

nearly all the boats and other vessels at that time engaged in the trade between New Orleans and Mobile. After the Pass was opened so as to allow boats to pass through it (which was done in the year 1839) there was never any further necessity for vessels to anchor on account of rough weather outside, as they could escape all danger and ~~delay~~ ⁱⁿ that cause by the use of the Pass, and it was soon found that saving ^{ing} time and the security to vessels and cargo by using the Pass was much greater than the amount of tolls charged for such use, and the price of freight and passage was on that account greatly reduced. I think that the loss of the use of the Pass would be a serious inconvenience to the trade which would cause an increased tax on transportation and travel. I know that to keep the channel open for navigation has heretofore required a great deal of labor, expense and care, and it now requires a large amount of work to be done on it to put it in the condition it was in before the war, and should ^{additional} legislation be required, I know of no object of internal improvement that presents a juster claim to the fostering care of the Legislature, than Grant's Pass.

If the above should be of any advantage to you in placing your rights before the Public and shielding you from those who would rob you of a just compensation for you

about Capital ~~to~~ and risk in undertaking and completing
alone a work of great public utility, I most cheerfully
place it at your disposal, as the result of more than thirty
years experience

I am very respectfully

From a personal knowledge of
the above statement of facts
having been in the trade 30 years I signing

Your Most Obedient Servant
James Robertson James Hopkins
Pilot St 134 Louisa Capt St 134 Louisa

Having read the above statement of Capt. Hopkins, I can corroborate
what he says. My acquaintance with the trade and navigation
between New Orleans and Mobile, commenced in 1829, and has continued
ever since. Before the opening of Grant's Pass, I have frequently been com-
pelled, by stress of weather to attempt to pass through "Pass Heron," and
have been aground there for several days at a time. I witnessed the pro-
gress of the work of opening the Pass and heard an almost universal
prediction of its failure. Have seen the efforts that were made to keep
it in navigable order since it was opened; and from its present
condition, know that it will require a large amount of work to be
done to preserve it from destruction, and place it in the condition
in which it was before the war.

I am with great respect

Charles Walker
Captain Steamer "Greoli"

Ravenswood April 18th/65

Capt John Foster...

Dear Sir

I am well and alone
as soon as Joseph leaves which he will do in an
hour from this, Mrs G has not returned from the
yet she has not been able to get a soap to the so and
having important things for me does not like to run
much risk, I was pleased to hear from Joseph
by your letter that you were all well. My health has
been very good this spring. I am troubled some
with my old complaint the piles but do not suffer
as much as formerly, I work some every day
generally more than I ought to for my own comfort
but I must keep the negroes at work and try
to raise something to eat.

It is hard to tell what may be the result of the
War, if we are ~~con~~subdued by the Yanks they will
take all of our property, and should the Confeder-
-cy succeed it will take all of our property to
pay the taxes, so that I see nothing better for
the present than to place a portion at least of
our means at interest to get something toward
paying present cost of living, and trying to
make something by speculating or running the Block-
ade. Give my love to Mother and Susan
and I remain yours &c John Grant

Capt. John Foster
Attorney at Law
Mobile
L. T. Maybury Esq.

Mobile Feb 17th /56
To the Mobile association
of Engineers it is my wish to resign from
your Order and you will oblige me by taking
my name from your roll
Respectfully John Foster

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

New Orleans Nov 15th/61

Capt John Foster

Please send over by the return
mail or as soon as you can the names of
the owners of the Whiteman, the number of
trips she has made this month, and the note
they gave you, unless it is due at some future
date, send to care of R Geddes Esq

Yours &c
John Grant

Pascagoula Public Library
Local History & Genealogy Department
Grant Family



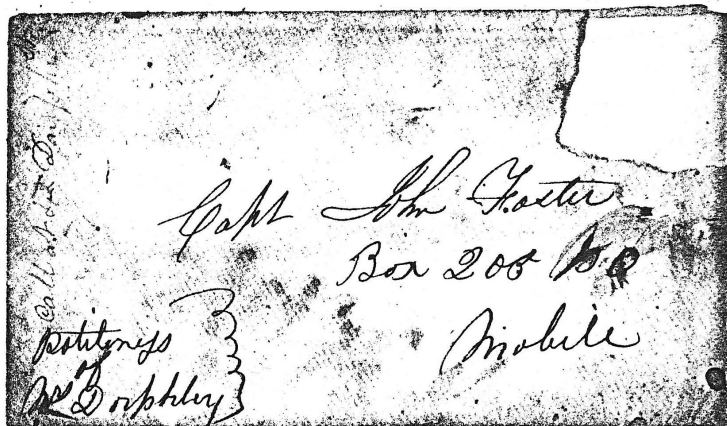
Dec 7th 60
Capt John Foster

Sir

Not having heard from
you for some time, and being in almost daily
expectation of leaving for Mobile I hardly
thought a letter would reach you before I would
but hearing from Orleans as I wished to do I
still defer leaving until (Judge Jones) who
who is daily expected return so that I can
hear something about my property in the
city before I go. My health is good I heard
from you all a few days since by old coming
and by Mr. Spear. Give my love to
Mother, and Susan and all the rest and
accept for yourself the best regards of
Yours Respectfully

John Grant

Pascagoula Public Library
Local History & Genealogy Department
Grant Family



Bay St Louis
Racinewood July 20th/64

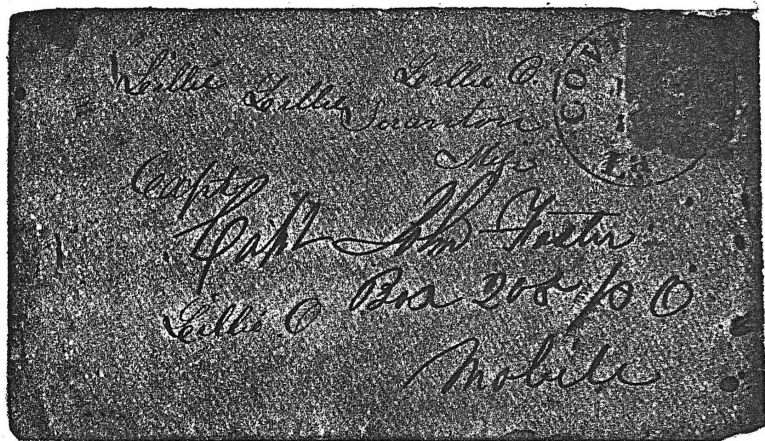
Dear Sir
Mr Dophley arrived here
on the 15th and the horse and all stood the trip
very well. I was pleased to hear from you and
from all the folks. You speak of the Blockade
Business. If the City does not fall into the hands
of the Yanks it might do very well but the
money is so worthless now that a person does not
run much risk of being worried much even
if he should lose it. So I think you might
take 5 or 10 Thousand Dollars of Stock on my
account, when you get pay for the Engine.
My health is very good, and I work very hard
and have a prospect of a good crop of corn, and
have plenty of vegetables. I wish you would
subscribe for the Weekly Register to be mailed
to me at Covington as we have a mail once a
week now.

Give my love to all, and let me hear
from you when convenient. and I remain

as ever Yours &c

John Grant

Pascagoula Public Library
Local History & Genealogy Department
Grant Family



**Pascagoula Public Library
Local History & Genealogy Department
Grant Family**

Doc031 – Letter from James Ira Ford to his eldest daughter Olivia Ford arranging a trip home from school in New Orleans to see her new born sister Sara Ford, dated 12/05/1910.

Doc032 – Letter from E. L. to Ollivia Ford thanking her for a book, dated 03/25/1912

Doc033 – Confederate States of America Bond, 6% February 17, 1864, maturing July 1, 1894. Complete with all coupons from January 1, 1865 to July 1, 1894. Each coupon worth \$15.00. Signed by E. Apperson. Bond Number 8806.

Doc034 – Confederate States of America Bond, 6% February 17, 1864, maturing July 1, 1894. Complete with all coupons from January 1, 1865 to July 1, 1894. Each coupon worth \$15.00. Signed by E. Apperson. Bond Number 8842..

Doc035 – Confederate States of America Bond, 6% February 17, 1864, maturing July 1, 1894. Complete with all coupons from January 1, 1865 to July 1, 1894. Each coupon worth \$15.00. Signed by E. Apperson. Bond Number 8868.

Doc036 – Newspaper article announcing the betrothal of 3 Maryville Faculty – including the betrothal of Sara Ford to John Casey

Doc037 – Obituary and Funeral article on the death of Mrs Laure Marie Delmas Kell, 09/26/1870 to 06/06/1972

Doc038 – Copy of article from the Bibliotheque D'Histoire Coloniale (in French) about the island of St Dominique and mentions someone named Delmas. (I do not know French so I have no idea what the article says but do assume that it is something about the Delmas history.

Doc039 – Program of the Flag Day Ceremony and Unveiling of Portrait of Hugo Ernestus Krebs at the Old Spanish Fort, dated 06/11/1972.

Doc040 – Copy of the Last Will and Testament of Ebenezer Ford, dated 06/24/1848

Doc041 – Ford Lineage from Preserved Ford through Sara Ford Casey limited to Sara Ford Casey lines. Family tree extended through 2007.

Doc042 – Letter from Irene Webb to Sara Casey written about 1967. It mainly has questions for further information about a document (Doc018) dealing with a reward of \$30.00 signed by Col Z Taylor.

Farnsworth Flying Cross – Presentation of the Distinguished Flying Cross to Ensign Robert Atwell Farnsworth, Jr in 1944.

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Local History & Genealogy Department
Grant Family**

- Doc013 – Sale of a slave to John Foster by Miss Elizabeth Dupart 01/29/1856
- Doc014 – Letter from Joseph Thomas Mayberry, a cousin, to Cpt John Foster 04/19/1863
- Doc015 – Oath of Amnesty by Joseph M Ford 07/15/1865
- Doc016 – Letter from Wm C Warren, dated 11/30/1868, to J.M. Ford
- Doc017 – Record deed of purchase of burial plot by John Foster 01/19/1856
- Doc018- Payment of \$30 to Roger Sullivan for turning in deserter Joseph M Bell 06/07/1820
- Doc019 – National Archives record of enlistment of Joseph M Bell (See Doc018)
- Doc020 – Letter from E. Forster, dated 04/19/1846, to her mother from London
- Doc021 – Letter from Elaine Forster, dated May 1855, to her Grandmamma
- Doc022 – Letter from James William Forster, dated 08/06/1855, to his Grandmamma from Liverpool, England
- Doc023 – Letter from James William Forster, dated 10/23/1855, to his Grandmamma
- Doc024 – Letter from James William Forster, dated 12/26/1884 to Captain John Foster from England (NOTE: original letter not found KC 10/04/2007)
- Doc025 – Certification that Frank E Foster was honorably excused from the Mississippi Volunteers, dated 5/01/1898.
- Doc026 – Certification that John Foster is a Master of Steam Vessels and can also act as Pilot between Mobile and New Orleans, dated 05/13/1882.
- Doc027 – A description/listing of the Ford Lineage from Preserved Ford who married in 1709 to Ebenezer Ford's generations (Sara Ford Casey's grandfather). (See Doc041).
- Doc028 – A description/listing of the Warren Lineage from John Warren who came to North America in the 1640's to Sarah Ann Warren, born 11/15/1837, (Sara Ford Casey's grandmother).
- Doc029 – Letter from F. S. Hewes to Ira Ford, referring to his marriage, dated 12/16/1892.
- Doc030 – Letter from T. S. Ford to Ira Ford, referring to his marriage, dated 12/12/1892

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Grant Family**

This is an index of the various documents which are numbered randomly. I tried to provide for each scanned document a .JPG image of the document, a .PDF copy of the document, and a .DOC deciphering of the document. Since most were hand written, it was difficult to ascertain what they said. My ignorance of names shows through out the translations and I request that you let me know if you can better figure out what some of the documents say. At some places I just typed "???" where I could not figure out what the original was.

Doc001 – letter from Charlotte Capers, Mississippi Dept of Archives and History, dated 03/18/1955, certifying that Joseph Ford was a private in the 35th Regiment of the Mississippi Infantry, CSA

Doc002 – Sara F Casey's application for membership in the United Daughters of the Confederacy.

Doc003 - Sara f Casey United Daughters of the Confederacy Membership dated 11/27/1954

Doc004 – John James Casey Children of the Confederacy Membership dated 03/04/1955

Doc005 – Mary Casey Children of the Confederacy Membership Dated 06/11/1957

Doc006 – Joseph Michael Casey Children of the Confederacy Membership dated 06/11/1957

Doc007 – Peter D Casey Children of the Confederacy Membership dated 06/11/1957

Doc008 – Four old letters tell the story of Morris Delmas who died in a battle at West Point, AL in 1865.

05/1862 letter from Morris Delmas to his mother, Mary Delmas

05/15/1865 letter from Charles Brulard to J. Delmas

02/04/1870 letter from C. Winston to J. Delmas

04/25/1870 letter from T. Winston to J. Delmas

Doc009 – Letter from John Grant, dated 02/18/1861 to Capt John Foster *Son-in-law of John Grant*

Doc010 – Letter from John Grant, dated 03/23/1863 to Capt John Foster

Doc 010_5 Letter from John Grant, dated 03/06/1863 to Capt. John Foster

Doc011 – Results of a Partition lawsuit to split the property of Daniel R Warren among his heirs. Includes the sale of the slave Mornning and her 3 children. 12/11/1850

Doc012 – Sale of a slave by Robert Patten to Joseph M Ford 11/19/1859



Shown during "chow" are members and guests of the Ra-Y Club at the Railroad YMCA, Louisville. Occasion was annual Christ-

mas dinner for four orphans, held December 18, at which time the young guests were given real holiday treat.

Clay Hotel February 9, Frankie Bleuel's orchestra playing. Also on the agenda is a card party March 8, to be held in the K. of C. Hall at Fifth and Walnut. And last, but certainly not least, is the annual G. Washington's Birthday Bowling Tournament at the Western Lanes, 401 S. 32nd Street, February 22.

—Carol Gosun

Captain Grant

(Continued from page 18)

work, had hired him and sent him to Mobile. There he built a dredge which was to be used in harbor work along the Gulf Coast.

Two years later, a group of financiers in New Orleans approached Captain Grant with a proposition. They wanted a railroad built and wanted him to build it. That was something he had never attempted but he was willing to try, so with his usual gusto he set to his task.

On April 14, 1831, the five-mile-long Pontchartrain Railroad connecting New Orleans and Milneburg on Lake Pontchartrain was opened, the first west of the Alleghenies. The management liked Captain Grant's work so well that they hired him as their first superintendent. Later he had the honor of opening the throttle of the first steam engine on the little railroad—horses had been used at the outset—the first that ever ran South of the Ohio River.

First Raised Platform

It was while serving as superintendent of the Pontchartrain that Captain Grant conceived the idea of building passing tracks, and he later invented the first raised station platform in order to expedite the movement of freight. The management of the municipal wharf at New Orleans was so impressed with the raised platform idea that he was hired to improve their platforms. He designed an inclined ramp that would rise or fall as the ships moved with the tide so that loading and unloading could be done at any stage of water.

Not a man who could be content to settle down to one job for any length of time, Captain Grant soon became interested in the ships that brought freight and passengers to Milneburg, the terminus of the railroad on Lake Pontchartrain. They came from Mobile by a circuitous route in order to avoid the shoals along the islands that ringed the navigable but isolated waters of Mississippi Sound.

In 1838, after the government had given up as impracticable the idea of dredging a channel from Mobile Bay into Mississippi Sound, Captain Grant raised \$109,000 on his own and began to dredge a channel through what is known

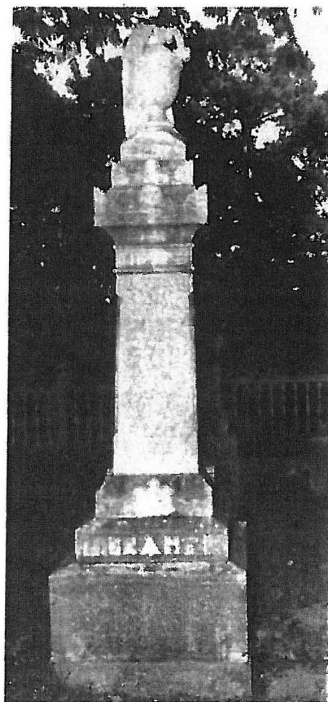
to this day as Grant's Pass. This pass lies between Dauphin Island and the Alabama mainland and is now spanned by a bridge, but Captain Grant's six-foot channel permitted the passage of ships, thus saving many miles of slow travel out into the Gulf. On February 2, 1839, an act of the Alabama legislature gave Captain Grant the right to charge all vessels that used the channel a toll of 15 cents per ton. Always thoughtful of the welfare of his fellow man, Captain Grant set his toll at a figure far below that permitted by law, and many estimate that he lost a fortune by not taking advantage of the full amount specified.

Moved to Pascagoula

In 1840 the captain and his family* moved to Pascagoula, Miss. There he went to work and dredged the east branch of the Pascagoula River with a real "horse-powered" dredge, diverting shipping from Gautier on the west bank. He also helped to develop East Pascagoula, now the beautiful East Beach section of the city, into one of the most popular watering places in the South.

He became such a popular figure in the state that in 1842 he was elected to the Mississippi Legislature, representing Jackson County in the lower house through 1844.

With the opening of Grant's Pass, it was only natural that the ambitious Captain should become more interested in the vigorous trade that had been built between Mobile and New Orleans. In 1848 he and five businessmen from Mobile organized the New Orleans and Mobile Steam Mail Line Co., and ultimately operated several low-pressure steamers for both freight and passenger service between cities along the coast. He was superintendent and man-



—Photo by Clifford Stays

This marble shaft stands in family burial ground in Pascagoula honoring Captain John Grant and his wife, Elizabeth.

* Captain Grant was twice married. His first wife, Elizabeth Disney, whom he married in Baltimore before he was 20, died in Pascagoula, Miss., Nov. 29, 1868, at 74. His second wife was Lucy A. Davis, widow of Louis H. Dorphley, who was still living at the time of his death. He was the father of six children: Eliza Ann, John Lafayette, Mary, Isabella, Washington and Susan.

ager of the line, and personally commanded the steamer *Florida* for some years, hence the title "captain" that stuck with him for the remainder of his life.

Moved Back to Louisiana

After 10 years of coastal shipping, he sold his interest in the company and began to operate "carriage trade" steamers across Lake Pontchartrain between New Orleans, Mandeville and Covington, La. As it was with his other projects, this business also was quite successful. In 1861 with the coming of the War Between the States, the insurgent state government of Louisiana seized his fleet and turned it over to the Confederate Government to be converted into gunboats.

A strong, outspoken Union man, Captain Grant tried to live out the war at his home in Covington, La., but he was arrested and carried away, contemporary newspaper accounts say, "into the interior of the Confederacy."

At the end of the war, Captain Grant was 68, broke and heartsick. His ships were gone, the government owed him large sums of money on mail contracts, his Pass was in the hands of the U. S. Army, and his fortune had been swept away by General Butler during his infamous reign and raids on the banks of New Orleans.

At this point, many a man would have given up. Instead, Captain Grant headed for Washington. After much wrangling through governmental red tape, he regained possession of his beloved Pass, but never did collect on the mail contracts. He settled down in Mobile, but once again the people looked to him for help. In the fall of 1865 they elected him to the state legislature of Alabama.

Voted for the Railroad

During the ensuing session (1866) the bill for the charter of the New Orleans and Mobile Railroad was introduced and referred to the committee of which he was a member.

He astonished his contemporaries when asked if he knew that the construction of the railroad would spell doom to revenues from his Pass.

"Certainly I do," he said emphatically, "but I didn't come here to represent my own interest, but those of my constituents; they want the railroad, therefore I am voting for it."

Later, Captain Grant moved to Amite, La., during which time he was asked to serve in the Louisiana legislature, thus becoming one of few men to serve in the legislature of three different states. When he died in New Orleans, April 4, 1887, he had 111 living descendants. Several residents of the Gulf Coast today trace their lineage back to this brilliant man.

On May 8, 1880, the L. & N. leased the



Hostler Charles Escoffier examines milepost, only surviving reminder of the old Pontchartrain Railroad. It was originally located at Elysian Fields and Roman Avenue.

line between Mobile and New Orleans, then called the New Orleans, Mobile and Texas Railroad, whose properties also included the five-mile-long Pontchartrain Railroad. In October the following year, the Old Reliable bought the property outright. The New Orleans-Mobile line for years was known as the N. O. & M. Division but the little Pontchartrain Railroad operated until 1935 under its own name with the division superintendent acting as its president. In that year it ceased operation; however, a

portion of its trackage continued to be used by L. & N. trains moving in and out of the Canal Street station.

There's nothing left of the little railroad now, however, except a granite milepost. The remaining tracks down Elysian Fields Avenue were removed in 1954 and the L. & N. enters the city another way. Grant's Pass is now merely a channel for small boats, but the effects of Captain Grant's work, talent and inventive genius remain as a monument to this great but little remembered man.

PASSENGER TRAFFIC *Helpers*



OUR sincere thanks to those listed below for their assistance to the Passenger Department in having secured some additional revenue for our line. It is hoped they will keep up the good work and that many others will join this select group from time to time.

LOUISVILLE DISTRICT

Habich, Bernice (12) . . . secretary . . . Louisville, Ky.

CINCINNATI DIVISION

Bourne, A. W. (3) . . . train dispatcher . . . Latonia, Ky.
Funk, George A. (1) . . . clerk . . . Cincinnati, O.

BIRMINGHAM DIVISION

Duffee, N. L. (4) . . . agent . . . Jamison, Ala.
Holaway, Coy W. (10) . . . chief clerk . . . Anniston, Ala.
Kennedy, B. T. (2) . . . ret. tkt. seller . . . Birmingham, Ala.
McDowell, E. G. (13) . . . chief clerk . . . Anniston, Ala.
Nash, H. S. (26) . . . claim inspr. . . Birmingham, Ala.
Nixon, C. C. (2) . . . agent . . . Anniston, Ala.
Osley, W. H. (1) . . . messenger . . . Birmingham, Ala.
Pennington, B. E. (4) . . . est. claim prev. agent . . . Birmingham, Ala.
Ray, W. G. (2) . . . signal supvr. . . Birmingham, Ala.
Williams, J. L. (2) . . . plumber . . . Birmingham, Ala.
Woods, H. W. (1) . . . messenger . . . Birmingham, Ala.

CUMBERLAND VALLEY DIVISION

Kelly, J. V. (1) . . . agent . . . Pennington, Va.
Politte, R. B. (2) . . . ticket agent . . . Harlan, Ky.

EVANSVILLE DIVISION

Bayless, A. B. (1) . . . stationmaster . . . Evansville, Ind.
Blandford, E. L. (2) . . . D.F.A. . . . Evansville, Ind.
Daws, A. E. (1) . . . opr.-tkt. clerk . . . Mt. Vernon, Ind.
Homer, J. V. (2) . . . ticket clerk . . . Evansville, Ind.
Sproule, Mrs. G. R. (2) . . . ticket agent . . . Henderson, Ky.
Williams, Harvey (1) . . . operator . . . Evansville, Ind.

KNOXVILLE & ATLANTA DIVISION

Frazier, A. W. (1) . . . agent . . . Ocoee, Tenn.
Kidd, A. (1) . . . agent . . . Williamsburg, Ky.
Robbins, R. C. (1) . . . agent . . . Oak Ridge, Tenn.
Studstill, W. E. (1) . . . agent . . . Ellijay, Ga.

MONTGOMERY, NEW ORLEANS & PENSACOLA DIVISION

Lee, H. W. (1) . . . D.F.A. . . . Mobile, Ala.
Martin, Lee Roy (2) . . . F.T.A. . . . Mobile, Ala.
Newman, I. W. (1) . . . superintendent . . . Mobile, Ala.
Reppel, F. A. (2) . . . F.T.A. . . . New Orleans, La.

OFF-LINE

Blankner, E. M. (8) . . . general agent . . . Pittsburgh, Pa.
Edmondson, E. J. (8) . . . D.F.A. . . . Little Rock, Ark.
Hook, T. R. (11) . . . general agent . . . Cleveland, O.
Johnson, S. K. (10) . . . D.F.A. . . . Indianapolis, Ind.

LEGISLATIVE MANUAL

THIRTY-FOURTH LEGISLATURE

CONTAINING

CONSTITUTION OF THE STATE OF TEXAS,
RULES OF THE HOUSE OF REPRESENTA-
TIVES, RULES OF THE SENATE AND
JOINT RULES OF THE TWO HOUSES

ALSO

STANDING COMMITTEES OF BOTH HOUSES, AND
LISTS OF MEMBERS AND OFFICERS AND
NEWSPAPER REPRESENTATIVES



VON BOECKMANN-JONES CO., PRINTERS, AUSTIN, TEXAS

1915

REPRODUCED FROM THE
HOLDINGS OF THE
TEXAS STATE ARCHIVES

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

MEMBERS OF THE HOUSE OF REPRESENTATIVES, THIRTY-FOURTH LEGISLATURE—Cont'd.

194

TEXAS LEGISLATIVE MANUAL.

MEMBERS OF THE HOUSE.

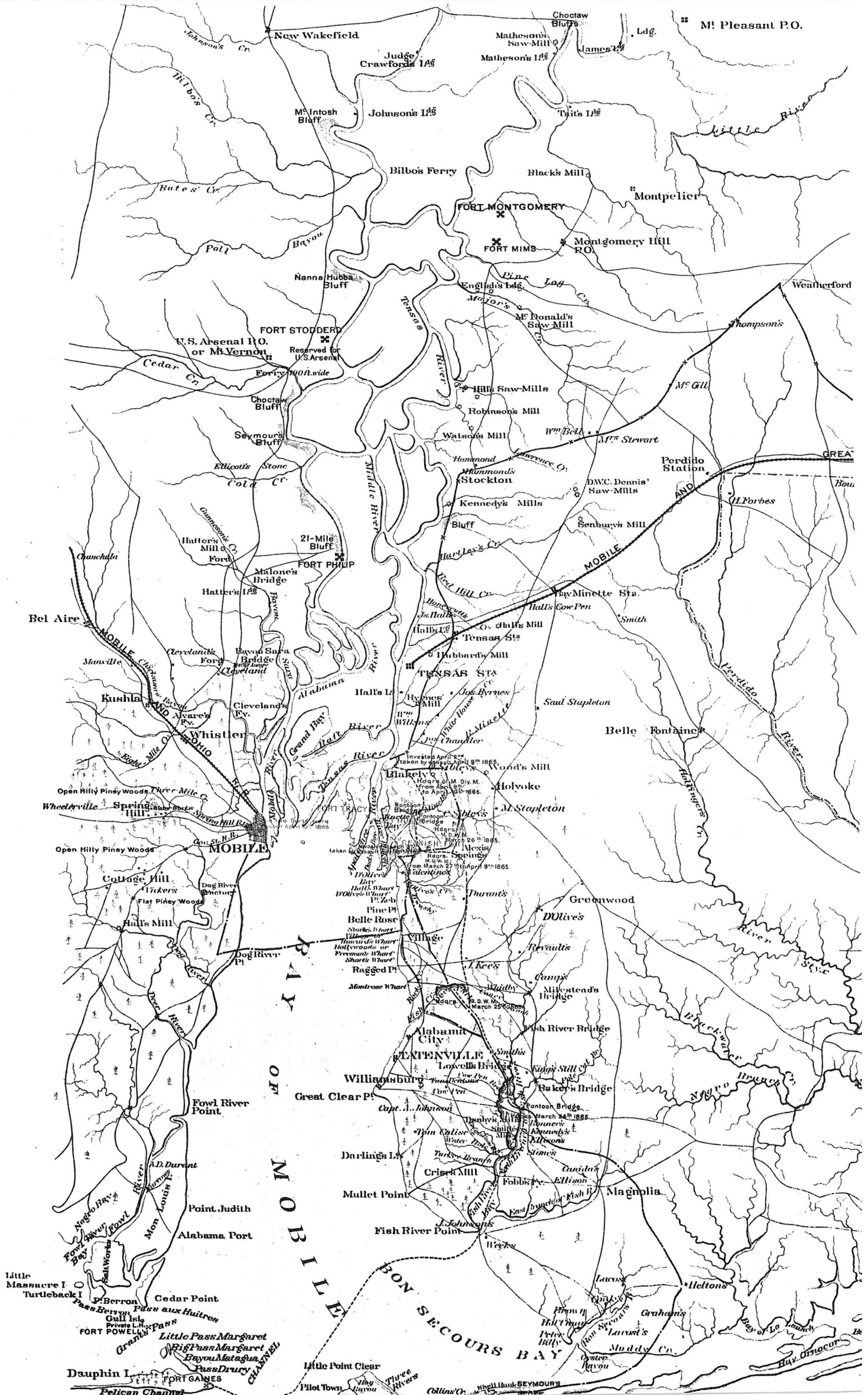
195

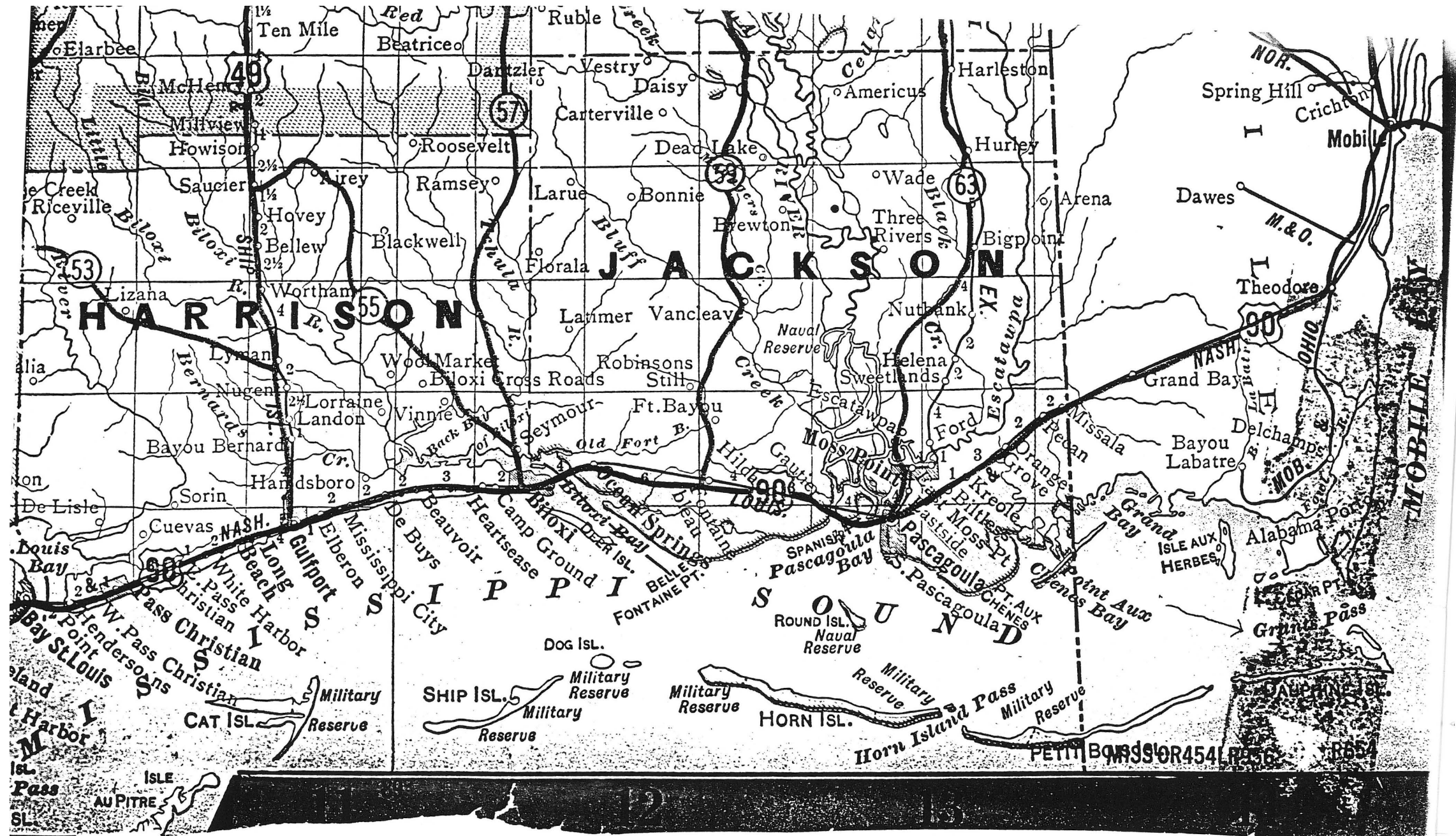
District No.	Name.	Postoffice.	Nativity.	Age.	Occupation.	Years in Texas.	Member of Former Legislatures.	Politics.	Counties Composing District.
44	Dwight L. Lewelling.	Dallas.	Texas.	35	Lawyer.	35	33.	Dem.	Dallas.
109	W. T. Loudermilk.	DeLeon.	Ga.	32	Farmer.	32	33.	Dem.	Comanche.
69	S. D. W. Low.	Brenham.	Texas.	41	Lumberman.	41	33.	Dem.	Washington.
98	B. P. Maddox.	Grayford.	Texas.	39	Farming and Real Estate.	30	31-32.	Dem.	Palo Pinto, Stephens.
85	D. A. McAskill.	San Antonio.	N. C.	22	Lawyer.	22	33.	Dem.	Bexar.
73	W. W. McCrory.	Edna.	Miss.	42	Lawyer.	22	33.	Dem.	Jackson, Wharton.
13	E. A. McDowell.	Beaumont.	Miss.	57	Lawyer.	32	33.	Dem.	Jefferson.
117	M. M. McFarland.	Alpine.	Miss.	49	Traveling Salesman.	48	33.	Dem.	Maverick, Kenney, Val Verde, Terrell, Brewster, Jeff Davis, Presidio.
55	G. W. McKnight.	Waxahachie.	Texas.	47	Journalist.	47	27.	Dem.	Ellis.
49	D. S. McMillin.	Whitewright.	Texas.	56	Grain Dealer.	43	33.	Dem.	Grayson.
27	J. S. Magee.	Tyler.	Miss.	56	Teacher.	28	33.	Dem.	Smith.
5	A. E. Meador.	Beckville.	A'a.	33	Teacher.	30	33.	Dem.	Panola.
89	George W. Mendell, Jr.	Austin.	Mo.	42	Lawyer.	26	33.	Dem.	Travis.
113	C. B. Metcalfe.	San Angelo.	Tenn.	58	Farmer.	43	33.	Dem.	Tom Green, Schleicher, Sterling, Irion.
30	W. C. Middleton.	Point.	Ark.	3.	Farmer and Minister.	17	33.	Dem.	Wood, Rains.
71	H. J. Miller.	Belville.	Texas.	50	Farmer and Banker.	50	33.	Dem.	Austin, Colorado.
68	A. C. Murray.	Caldwell.	Va.	66	Farmer.	60	23-28-32-33.	Dem.	Lee, Burleson.
49	W. R. Nabours.	Montague.	Ala.	29	Insurance.	29	33.	Dem.	Montague.
21	W. E. Neeley.	Anderson.	Texas.	36	Lawyer.	36	33.	Dem.	Grimes, Montgomery.
39	Jos. F. Nichols.	Greenville.	Texas.	47	Lawyer.	47	32.	Dem.	Hunt.
86	Eugene Nordhaus.	San Antonio.	Texas.	50	Editor and Publisher.	50	33.	Dem.	Bexar.
28	P. L. Parker.	Chandler.	Mo.	64	Trainer.	63	33.	Dem.	Smith, Henderson.
44	J. W. Parks.	Dallas.	Ky.	38	Musician.	36	33.	Dem.	Dallas.
40	I. M. Payne.	Commerce.	Texas.	42	Editor and Publisher.	42	33.	Dem.	Hunt, Rockwall.
38	J. E. Pearson.	Dodd City.	Ky.	46	Farmer.	44	33.	Dem.	Fannin, Lamar.
108	Dr. R. G. Powell.	Baird.	Ky.	57	Dentist.	34	33.	Dem.	Eastland, Callahan.
62	J. Rector.	Eddy.	N. C.	60	Farmer.	42	33.	Dem.	Falls.
42	Ice B. Reeves.	Sherman.	Ky.	53	Traveling Salesman.	32	33.	Dem.	Grayson.
12	J. M. Rich.	Moss Bluff.	Texas.	29	Farmer and Stockman.	28	33.	Dem.	Liberty, Hardin, Tyler.
19	Jas. H. Roach.	Blossing.	Ill.	8	Real Estate.	8	33.	Dem.	Matagorda, Brazoria.
41	Woodville Rogers.	Melissa.	Tenn.	24	Law Student.	21	33.	Dem.	Collin.
3	T. D. Rowell.	Jefferson.	Ala.	50	Lawyer.	39	23-32-33.	Dem.	Marion, Bowie, Cass.
71	A. T. Russell.	Nacogdoches.	Texas.	36	Lawyer.	36	33.	Dem.	Nacogdoches.
142	Henry Sackett.	Burkett.	England.	64	Farmer.	44	33.	Dem.	Coleman, Concho.
67	H. B. Savage.	Belton.	England.	54	Editor and Publisher.	30	30-32-33.	Dem.	Bell, Milam.
8	Willie Savage.	Sholar.	Texas.	25	Teacher.	25	33.	Dem.	Shelby.
88	Louis H. Scholl.	New Braunfels.	Texas.	34	Agriculturist.	34	33.	Dem.	Hays, Comal.
85	Bernard Schwegman.	San Antonio.	Germany.	65	Fraternal Secretary.	24	33.	Dem.	Bexar.
79	Asher R. Smith.	Laredo.	N. J.	27	Lawyer.	8	33.	Dem.	Webb, Zapata.
50	R. F. Spencer.	Decatur.	Ky.	30	Lawyer.	36	31-32-33.	Dem.	Wise.
43	Chas. M. Spradley.	Allen.	Texas.	36	Trader.	31	33.	Dem.	Collin, Grayson.
29	John W. Stanford.	Canton.	Ala.	45	Publisher.	46	33.	Dem.	Van Zandt.
31	J. J. Stephens.	Gilmer.	Texas.	49	Editor.	46	33.	Dem.	Upshur, Camp.
78	Dr. L. P. Strayhorn.	Magolia Springs.	Texas.	46	Real Estate and Banking.	46	33.	Dem.	Sabine, Newton, Jasper.
55	R. L. Sullivan.	Falfurrias.	Ark.	36	Physician.	6	33.	Dem.	Hidalgo, Starr, Brooks, Jim Hogg.
110	H. P. Taylor.	Waxahachie.	Ala.	25	Lawyer.	42	33.	Dem.	Ellis.
124	R. L. Templeton.	May.	Ky.	31	Farmer.	14	33.	Dem.	Brown, Callahan.
69	Josh F. A. Tharp.	Gatesville.	Ga.	35	Farmer.	35	27-28.	Dem.	Collingsworth, Donley, Wheeler, Gray, Hemp-hill, Roberts, Lipscomb, Ochiltree.
45	E. E. Thompson.	Kaufman.	N. C.	54	Farmer.	45	33.	Dem.	Coryell, Lampasas.
86	F. L. Tiller.	Luling.	Texas.	29	Student.	29	33.	Dem.	Kaufman.
127	Leonard Tillotson.	Sealy.	Texas.	50	Banker.	50	31-33.	Dem.	Caldwell.
123	T. J. Tilson.	Plainview.	Va.	67	Farmer and Stockman.	42	18-22.	Dem.	Austin, Burleson, Colorado, Fayette, Fort Bend, Lee, Waller.
56	S. W. Tinner.	Whitney.	Tenn.	53	Farmer.	25	33.	Dem.	Hale, Lamb, Bailey, Farmer, Castro, Swisher, Deaf Smith, Randall, Armstrong.
59	C. E. Upchurch.	Corsicana.	Texas.	30	Lawyer.	30	33.	Dem.	Hill.
54	I. T. Valentine.	Fort Worth.	Texas.	46	Lawyer.	46	33.	Dem.	Navarro, Hill.
60	J. J. Vannoy.	Tehucana.	Texas.	47	Cotton Buyer.	47	33.	Dem.	Tarrant, Denton.
53	John H. Veatch.	Joshua.	Ky.	61	Farmer.	43	33.	Dem.	Limestone.
107	J. M. Wagstaff.	Abilene.	Tenn.	52	Lawyer.	30	33.	Dem.	Johnson.
85	Otto Wahrmond.	San Antonio.	Texas.	59	Brewer.	59	31-32-33.	Dem.	Taylor.
25	H. R. Walters.	Slocum.	Texas.	38	Farmer and Minister.	43	33.	Dem.	Bexar.
4	A. R. Watson.	Mulla.	Ark.	80	Farmer and Minister.	38	33.	Dem.	Anderson.
70	E. J. Weber.	La Grange.	Texas.	47	Insurance.	47	33.	Dem.	Mills, Hamilton.
34	R. R. Williams.	Cumby.	Tenn.	76	Lawyer.	47	33.	Dem.	Fayette.
61	N. B. Williams.	Waco.	Texas.	47	Lawyer.	47	32-33.	Dem.	Hopkins.
74	B. F. Williams.	Victoria.	Miss.	68	Lumberman.	60	33.	Dem.	McLennan.
58	R. L. Williford.	Fairfield.	Tenn.	50	Lawyer.	28	33.	Dem.	Goliad, Victoria, Calhoun.
63	Edgar E. Witt.	Waco.	Texas.	56	Editor and Publisher.	37	32-33.	Dem.	Fresno, Navarro.
57	J. H. Woods.	Corsicana.	Tenn.	56	Editor and Publisher.	42	31-32-33.	Dem.	McLennan, Falls, Limestone.
52	Louis J. Wortham.	Fort Worth.	Texas.	31	Farmer.	31	33.	Dem.	Navarro.
35	W. I. Wynn.	Tira.	Texas.	31	Farmer.	31	33.	Dem.	Tarrant.

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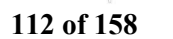
Pascagoula Public Library
Local History & Genealogy Department
Grant Family

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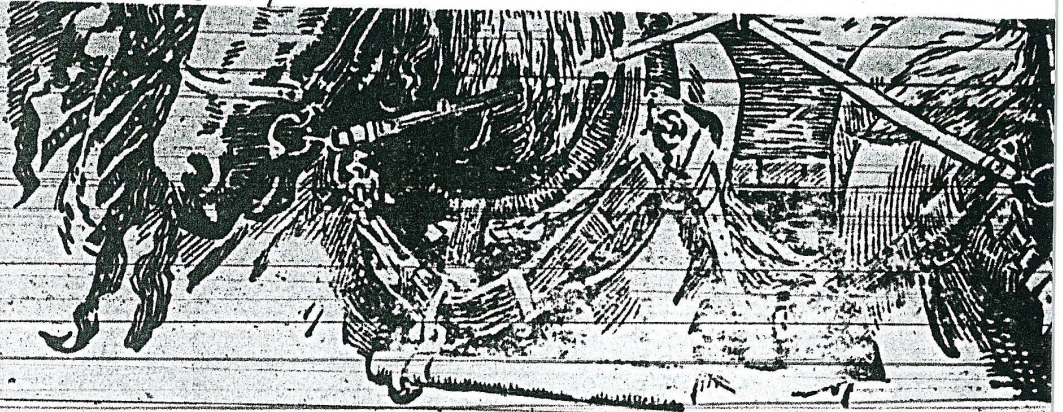
Feted on retirement

LUCEDALE — Maybird L. Grant recently retired from the George County School System. Grant furthered her studies at Tuskegee Institute in Alabama.

During a dinner held in her honor at Central Elementary School, George County Superintendent of Education Steve Pugh presented Mrs. Grant with a plaque. School Principal Clyde Dungan presented Mrs. Grant with a watch. Mrs. Grant taught elementary and high school courses in New York City and Washington, D.C., before coming to south Mississippi. She taught in Moss Point from 1954 until 1981 and in George County schools for the past five years.

After receiving a bachelor of science degree from Rust College in Holly Springs, Miss., Mrs. Grant include doing church and civic work, playing with her five grandchildren and fishing.

Grant



Nov. 15, 1929

LOCAL and PERSONAL NEWS

Miss Ethel Gautier of New Orleans spent last Friday and part of Saturday visiting at the home of Mr. and Mrs. E. Veillon on Jackson avenue. Saturday she left for Mobile to extend her visit to her cousin, Miss Odette Veillon.

A daughter was born to Mr. and Mrs. F. C. C. (Fritz) Brash on October 30, in Columbus, Miss. The new member of the family was given the name of Patricia Edna. Mrs. Charles Brash has been in Columbus at the home of her son and family for some time.

Dr. and Mrs. M. L. Rosenbaum arrived from New Orleans Wednesday and are pleasantly located for the present at the home of Mrs. N. W. Alley. Dr. Rosenbaum is a dentist of a number of years experience in New Orleans and elsewhere, and is here to open an office and practice his profession. Further announcement as to the location of his office will be made.

Dr. S. H. Lander, chief health officer of the county, spent two days in Jackson and Sanatorium this week. At Jackson he conferred with the heads of the Health Department, and on his return trip stopped several hours at Sanatorium, where he called on Arthur Smith and other patients from Pascagoula.

Rev. L. L. Ledbetter and family arrived here Tuesday, Rev. Mr. Ledbetter being the new Methodist pastor sent

Freddie O'Brien, spent last Friday in New Orleans with friends.

Misses Rita and Theresa Johnson left for New Orleans Wednesday morning, where they sailed at 11:30 the same day on the "Atena," for Cuba. They will spend two weeks in Havana, stopping at the Plaza Hotel in that city.

W. Moseley Miller enjoyed a weekend visit with his mother and family, arriving home from Perkinson A. H. S. Thursday, and returning to school Sunday.

A party composed of Captain Ed Erickson, Mr. Harold Grant and Misses Hilda Erickson and Kate Grant had a narrow escape Sunday morning while on the road to New Orleans. About eighteen miles on the other side of Bay St. Louis, the car hit some loose gravel, causing it to steer badly and to swerve, with the result that when the brakes were put on it left the road and turned over twice before coming to a stop. The glass in the windows was broken and one door torn loose. All the occupants were badly shaken up and suffered minor bruises and cuts but no one was hurt to any considerable extent. Miss Erickson and Miss Grant resumed their journey to New Orleans, getting a ride in a passing car. Captain Erickson and Mr. Grant returned to Pascagoula in the damaged car which landed on its wheels when it came to a stop. In New

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Local History & Genealogy Department
Grant Family

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Supervisor

WORKS PROGRESS ADMINISTRATION

For

MISSISSIPPI

Historical Data,

JACKSON COUNTY

Compiled by

STATE--WIDE HISTORICAL RESEARCH PROJECT . . .
Susie V. Powell, Supervisor

1. Jackson County, Mississippi - History
2. Jackson County, Mississippi - Genealogy

~~VOLUME I~~

Illustrated

1936-37

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Chapter XV.

EDUCATION

That Jackson County has kept pace with the educational progress in the state for more than a century, can be gleaned from the following chapter upon this subject.

Early in 1820, public spirited citizens of this section saw the necessity of schools, and the resultant advantages that would accrue therefrom. They exerted every energy, were liberal in subscriptions, encouraged the promotion of educational institutions, and were not remiss in any duty toward the fulfillment of the desired end - more knowledge.

That their soul ambitions have been realized, is verified by the fact that Jackson County's Schools now rank with the best, and it will elate you to read of the headway that has been made.

SCHOOLS OF YESTERDAY

The first school was built by Valentine Delmas, a most progressive citizen, at the settlement on Pascagoula River. He came from New Orleans in 1800, erected a school in 1820 - just north of the old Frederick de St. Feral Home (later erected in 1829), and hired the first teacher, Frederick de St. Feral, at a salary of \$600 per year. All children were invited to attend, and were made welcome without pay. Mr. Feral was well qualified, having received his education in France. He was also a civil engineer and laid out the greater part of Old Scranton with the aid of Valentine Delmas (See Chap. 1, Formation).

When, some years later, Frederick went to New Orleans, his wife, the eldest daughter of Valentine Delmas, filled his position in the school.

After her husband's death in 1840, Mrs. Frederick, left with five children, taught a private school in her home. To her children she gave the rudiments of their education, and in time, her eldest daughter, Josephine, taught until her marriage to Mr. Donovan, when she conducted a private school in her home. This lasted until the building of the old Scranton Academy, where she was one of the first teachers. (1)

(1) Charles Delmas, and Miss Bella Delmas, Pascagoula, Miss.

Early in 1850, a committee of the Grant, Krebs, and Delmas families, and all others of the Pascagoula district who were financially able, organized a school, located on a tract of land in Grant's Lane. Capt. John Grant paid for the erection of a teachers' home, a school building, and a church, chiefly for the education of his eleven grandchildren. These grounds extended from where Oliver Cole's home now stands, on Grant Street, to the corner lot now owned by T. R. Swartwout, on which the church building stood. Captain Grant was a Baptist, but gave this building for religious worship for no certain denomination. Sunday school and day school were also held here; the latter building stood near the site of the home now owned by Ed. Mayo, on Grant Street.

The committee advertised for teachers, among the first of whom was a Mr. Kidwell from Virginia, who boarded with the H. Krebs family. He came in 1852 and remained four years, his first pupils being from the Grant, Krebs, and Delmas families. Other pupils, who came from East side, Bayou Cassotte, and other districts, were from the families of Southern, Ladnier, Johnson, and Deas. The second teacher, a Mr. Wheeler, remained four years, and was succeeded by Mrs. Mars of Mobile, Alabama, who was teaching when the war started in 1860.

After the War between the States, Mary Louise Grant, who finished her education in Mobile, taught in this school, continuing for some years. Rachel B. Grant, educated in New Orleans, followed Mary Louise Grant. The exact date or reason for discontinuance of this school is not known, but the buildings were torn down and the lumber used - new and first class - for homes. (1)

Mrs. Jennie Batiste conducted a private school in the old Batiste Home on Batiste Bayou and Pascagoula Bay Front for several years. Among the pupils who attended, about 1871, were Del and Lou Greiner, and Mary and Lena Hall. Mrs. Batiste discontinued her classes to become the first teacher at the Beach school, but as soon as the four months session was over, she re-opened the private school in her home. (2)

In 1873, C. H. Alley provided a private teacher, Miss Axlene McKay, of Moss Point, for his three children, Lizzie, Jennie, Robert, and two nieces,

-
- (1) Mrs. Anais (Krebs) Walker, Pascagoula, Miss.
(2) Mrs. H. Saucier, Pascagoula, Miss.

The Pasca

Your Neighbor

Harold Grant

By **BOBBIE THIBODEAUX**

Special to the Pascagoula Press

PASCAGOULA — Harold Grant is a man with diverse interests and talents. At 69, he is a retired college professor, a former electrical engineer, an impersonator of Southern demagogues, a public speaker, and a genealogy researcher. He now works full time at the Pascagoula City Library, but he is considering entering the order of Benedictine monks.

"My children aren't quite sure how they feel about that," he said. "When they have to give their father's occupation, it might sound funny to fill in 'monk.'"

He and his former wife have five children: Joanna, a Rhodes scholar who is working on her doctorate; Saralyn, an art student who will go to Florence, Italy, to study art after graduating from Georgia State this summer; Tim, a psychiatrist in Atlanta; David, a sophomore in college; and Daniel, a senior in high school in Atlanta.

Born in Pascagoula, a descendent of Capt. John Grant and the Krebs and Delmas families, Grant is intrigued by genealogical research. He also enjoys gardening, traveling, fishing, carpentry work, and painting. He likes to go around the Coast looking at lighthouses.

Currently he is working on a series of video shows in which he impersonates Southern demagogues. He hopes to interest a New York company in producing them.

He looks after his 88-year-old mother, Irma Grant. "It's good to be old and in good health and have a lot of people needing you."



Harold Grant

Did You Hear?

■ Pascagoula family scores in athletics

By **TODD S. BERGMANN**

Mississippi Press Staff

PASCAGOULA — Three generations of Heidelbergs have lettered in sports and have injured knees at three Pascagoula High schools.

Myrtle Heidelberg, class of 1936, lettered in girl's basketball. Although she got a letter, Myrtle Heidelberg never got a letter jacket.

Her sweetheart and later her husband, Pat Heidelberg, class of 1936, lettered in football, in two championship teams which won the Gulf Coast Regional Class A Championship.

Under Coach C.C. "Hot" Moore, the 1934 Panthers finished 12-0-1, scored 456 points against 56 by the opponents and won the Toy Bowl in New Orleans 14-0 against New Orleans Easton.

The 1935 Panthers finished 11-1, scored 435 points

against 39 by the opponents and won the Toy Bowl 35-0 against Baton Rouge Catholic.

Pat Heidelberg earned a varsity letter and a letter jacket with patch of a Panther about 10 inches in diameter. After a career in banking, he

known as Old Pasca High School.

In the 1960s, Pat Myrtle's son, Mike, attended class and played football at the school.

While playing football at Pascagoula High, Mike Heidelberg, class of 1966, in the attic his father's corduroy leather jacket, had deteriorated.

With his father's permission, Mike Heidelberg wore what he could from his father's letter jacket at the panther on his wall.

Under Coach Ed Larmon, the 1965 Panthers went undefeated and scored 199 points while the opponents scored 0.

"We had a real little tough coach," Mike Heidelberg said. "The coach told us we could lose. We believed him."

The team won its first gridiron battles against Jackson Provine and McGill, and then

"It feels great to be part of a family tradition. I look at the panther with the hope I can be like my father and grandfather. It gives me the adrenaline to keep on trying."

— Michael Heidelberg Jr.

season. The next game the Panthers lost to Hattie 7-14 and later lost to 7-27.

Mike Heidelberg received a varsity letter and a letter jacket. Although worn through in a spot

Pascagoula Public Library

Local History & Genealogy Department

Grant Family

JACKSON COUNTY ARCHIVES

patriotism by a liberal contribution of his money and time.

Miss Mattie Durdon of Shreveport is a guest of her sister, Miss Elmer Pertell.

Mrs. J. H. Blumer has as her guest her mother, Mrs. S. R. Singleton.

J. F. Krebs transacted business in New Orleans Tuesday.

Friends here of Mrs. John Lecore are glad to learn that she successfully underwent an operation at the Touro in New Orleans Tuesday and is getting along nicely. She was accompanied by her daughter, Mrs. Williams.

Mrs. A. C. Graham and Miss Hazel Graham were Wednesday visitors to Mobile.

Because of the illness of her daughter, Mrs. J. Hambric and her four children, her mother and sister, Mrs. Knight of Healing Springs and Mrs. Thompson of Meridian were called here Monday.

Mr. and Mrs. A. M. Cowan and Miss Louise Cowan are visiting in New Orleans this week.

Mrs. J. C. Montgomery is spending the week-end in Mobile.

Miss Mary Griffin Dantzler has returned from a visit to New Orleans.

Mr. and Mrs. G. W. Carter visited friends in Biloxi Monday.

Mrs. Edmonds, who was a recent guest of her daughter, Mrs. J. Bounds, has returned to Tupelo.

Mrs. F. A. Williams is visiting her sister Mrs. F. Lienhard in New Orleans this week.

Mr. C. H. Wood attended the funeral of his old friend Mr. John Baria at Hurley Monday.

Mrs. E. K. Gantt, who is just up from a severe spell of "flu," left Sunday for Montgomery, accompanied by Dr. T. J. Stough, who came down for her.

Mrs. R. V. Rogers, accompanied by her cousin, Mrs. J. C. Marshal, left Monday for New Orleans where she will remain for medical treatment.

Mrs. W. R. Thompson spent the fore part of the week in New Orleans.

Mrs. T. E. Schleisser and two little daughters are spending this week with relatives in Pascagoula.

—W.S.S.—

BAN LIFTED FROM ALL-WHEAT BREAD; SUGAR QUOTA MORE.

Washington, Nov. 13.—Regulations requiring householders and bakers to purchase 20 per cent of substitutes with each purchase of wheat flour were withdrawn today by the Food Administration, effective immediately.

beauty and unusual personal charm have endeared them to everyone with whom they have come in contact. Mr. Blacksher is a young man of sterling character and is prominent in the social and business circles of the city. Miss Irene Ros and Mr. Robert E. Seay were the attendants at the ceremony, and following which Mr. and Mrs. Blacksher left on the L. & N. train No. 1 for a short bridal trip to New Orleans. On their return they will continue to reside in Pascagoula, where Mr. Blacksher holds a responsible position with the Pascagoula St. Railway & Power Co.

—W.S.S.—

CORPORAL ELMER GRANT.

After attending a happy meeting of the Red Cross Chapter Wednesday, Mrs. John Grant, happened to call for mail at the post office and found a letter from Lieutenant Harold Gautier, which proved to be one of condolence. Elmer, the handsome young volunteer, had paid the price of victory "over there." The Chronicle joins the many relatives and friends of the brave young hero, in offering its tenderest sympathies. His death occurred on Oct. 21st, of pneumonia.

Corporal Elmer Grant was the second son of Mr. and Mrs. John Grant and was born in Pascagoula December, 1898. He was not quite twenty years of age when death claimed him. He was among the first to volunteer his services to his country at the outbreak of the war, joining the cavalry troop organized at Pascagoula. After the troop was mustered into the service of the United States it became a part of the 114th Ammunition Train, which is now in France. His elder brother, Sergt. John Grant, Jr., is a member of the same organization. Young Grant was a splendid boy, quiet, studious and ambitious. He was an ideal soldier, enjoying the confidence of his superior officers and the esteem of his comrades. His death is particularly sad, coming as it did at the very close of the great war, when his parents were looking forward with so much joy to the prospects of his homecoming.

—W.S.S.—

THE FREE LIBRARY.

I find that owing to Mrs. Chipman's ill health it will be impossible to open the free library at the Rectory this winter. Can any citizen make a suggestion as to what is best to do with the books? Are any interested enough to attempt further work in this line.

JOHN CHIPMAN.

Martin, mem., 3 days attendance September term \$12; Wm. F. Martin, mem., 2 days attendance October term \$8; Wm. F. Martin, mem., 2 days inspecting roads September \$6; Wm. F. Martin, mem., 2 days attendance November term \$8; Geo. Robinson, mem., 3 days and 32 miles September terms \$13.60; Geo. Robinson, mem., 3 days inspecting roads August \$9; Geo. Robinson, mem., 2 days and 32 miles October term \$9.60; Geo. Robinson, mem., 2 days inspecting roads September \$6; Geo. Robinson, 2 days and 32 miles November term \$9.60; Geo. Robinson, mem., 3 days inspecting roads October \$9; W. P. Ramsay, mem., 3 days and 44 miles September term \$14.20; W. P. Ramsay, mem., 4 days inspecting roads August \$13; W. P. Ramsay, 1 day and 44 miles October term \$6.20; W. P. Ramsay, 2 days inspecting roads September \$6; W. P. Ramsay 1 day and 44 miles November term \$6.20; W. P. Ramsay, 1 day inspecting roads October term \$3; Fred Taylor, cler, 3 days services September term \$9; Fred Taylor, clerk 2 days services October \$6; Fred Taylor, clerk, 2 days services November term \$6; W. G. Parker, sheriff, 3 days services September term \$6; W. G. Parker, sheriff, 2 days services October term \$4; W. G. Parker, sheriff, 2 days services November term \$4; Tucker Printing House, supplies to sheriff \$163.04; Philip Bolden, ice for c. h. and jail September and October \$6.45; Mississippi Children's Home Society, expense placing children in Miss. children's home, \$100; Moss Point Advertiser, publishing notice of dipping dates for inspector E. G. Overstreet \$2.50; Dr. C. Cross, director rural sanitation, amt. expenses rural sanitation October \$537.15; Dr. C. Cross, sanitation, amt. paid for office equipment \$200; W. M. Canty, feed and supplies to convict camp \$14.85; Horace Hinds, groceries for convict camp \$49.60; H. S. Taylor, sundry supplies \$29.70; H. S. Taylor, convict forman \$36; Wm. G. Parker, sheriff, victualing prisoners \$23.40; M. M. Martin, dipping and inspecting cattle \$108; E. G. Overstreet, dipping and inspecting cattle \$110; M. W. Maples, dipping and inspecting cattle \$136.67; A. A. Hulst, dipping and inspecting cattle \$136.79; Blackwell's Transfer, horse shoeing and repairing wagon at convict camp \$3.50; A. Delcomyn, paint and supplies for convict camp \$20.20; J. K. Warren, operating Randall ferry in October \$117; total \$4,240.86.

Bridge Fund.

\$17.50; Pascagoula Co., supplies to American... J. L. Deland labor caring labor \$19.12; Parke labor \$21.37; Parke \$2; A. Scarb fall, 6 \$2.35; road Mer on ro & Ma \$90; bonds Mer on 5 A. L. E. \$20; East labor Con. & Te Murr Side ing V sanita South for s Parke \$3.75; schoo lumbe \$51.11; Wade Co., \$171.9 suppl Span Wade Sectio F. schoo Sectio Sup Fund Mr from in N

to his description and put them in jail. The two men are stevedores by occupation, James Walsh and Thos. Stapleton, from Chicago, who have been working at the air trade at Ship Island and other places along the coast for some time, but have been around here several days out of employment. One is tall, slightly built, with short red hair and ruddy complexion; the other is short, heavy with dark complexion. Upon arrest being made Justice McGuire, of Moss Point, was sent for and came down Wednesday, held a preliminary examination and bound them both over in bonds of five hundred dollars each for their appearance at the next term of the Circuit Court of this county to answer the charge of robbery. None of the stolen property has been found except the ticket, which was picked up by a colored man named Adey Reed and returned to the officer, though one of the prisoners was soon with the watch by several parties before his arrest. The other man engaged in the robbery has not yet been apprehended.

the Voters of Jackson County.

Having heard there were doubts in the minds of many as to whether I would stand for the treasurer-ship, I take this method of announcing publicly, that I am a candidate for Treasurer of Jackson county, subject to primary election, and in case, if elected, to establish an office in the clerk's office at the courthouse. J. K. McLEOD.
July 31, 1885. 1pe

Last Tuesday evening Allen Beck, a colored boy, while working at New Venice saw mill, receiving a belt near the saw, had his arm severely cut by coming in contact with it. One bone of the lower part of the arm was severed. It was promptly dressed and will probably not lose the arm entirely.

Judge J. S. Hamm, who has been with us for nearly two weeks, leaving testimony in the DeSmet cases, left for his home in Meridian at Wednesday night. The great volume of testimony taken by the judge while here in the midst of the intense heat prevailing, is evidence that he is still in possession

detected in a single goblet of the most well known brand, and infinitely less than is contained in a glass of hydrant water after it has passed through metallic pipes; and, moreover, this "metallic chloride" which ignorance has set up for such a bugbear, is practically, in this quantity, as harmless as another "metallic chloride" which is in daily use on every table in the land, namely: "Sodium chloride" or common salt. It is a burning shame that newspapers penny-killers, in their insane scramble for material to minister to the depraved American taste have for sensationalism, should in their power to prejudice whole communities against an industry that has done more in the last ten years to cheapen food luxuries than all other agencies combined. In every case of "canned goods poisoning" that has been investigated, the trouble has been found to originate, not in "canned goods," but in putrid food.

A portion of the contents of an opened can, too much for immediate use, is set away in the open can until next day or several days afterward, and then eaten with sickness as the result, and straightway "canned goods" get all the blame. Now, no one in his senses would think of putting away a remnant of fresh meat until it becomes putrid and then eating it, nor would he leave stewed fruit of any kind in a tin can open to the air for several days; but somehow people imbibe the idea that the process of canning entirely changes the nature of the food. This is all wrong. The canning process embraces but two objects: First, to kill—by the application of heat—all germs of putrefaction contained in the food and then to prevent any other germs, by hermetically sealing, from getting in; and, as long as the can remains tight, its contents will continue unchanged; if it is for a century, but the moment it is opened, chemical action becomes possible, and the air begins to deposit the germs of decomposition with which it is laden, and any school-boy knows that chemical reaction is not only possible, but inevitable, between an organic fluid, like meat juice and fruit acid for example, and a metal with which it may come in contact at ordinary temperatures in the open air.

If every one who uses a can of food would take the simple precaution to empty it immediately after opening into a porcelain or glass receptacle, and then see that it is all used before putrefaction begins, even the sensation-mongers would have to look elsewhere for their paragraphs. Respectfully,
MAXBURY & FOSTER.

—Commissioner W. M. Denny has

FOR BOARD OF SUPERVISORS.

GEORGE A. MATHIEU as a candidate for election to the office of member of the Board of Supervisors, District No. 2, Jackson county, subject to the action of the primary election.

We are authorized to announce Mr. JOHN HILL as a candidate for member of the Board of Supervisors, District No. 3, Jackson county, subject to the action of the Democratic party.

Hancock County.

FOR SHERIFF.

Fellow-Citizens of Hancock County, Miss.

I take this method of placing myself properly before you as a candidate for the office of Sheriff, submitting to the action of a Democratic convention, and should I be honored by election to that important trust, I will discharge the duties thereof without fear, favor or affection.

Respectfully,
ERNEST RUSS.

FOR TREASURER.

We are authorized to announce Mr. S. J. BOSETTO as a candidate for re-election to the office of Treasurer of Hancock county, at the November election.

"A LOWRY MAN" SPEAKS AGAIN.

THREE RIVERS, Miss., July 29, 1885.
Editor Democrat-Star:

I notice in your last issue a reply from Mr. F. M. Johnson to "A Lowry Man." Now, Mr. Editor, I am always ready to "render unto Caesar the things that are Caesar's," therefore I must say that the gentleman deserves credit for having written a lengthy reply, using big words (some whoppers) in doing so, but after all, he fails to prove that what his "old style" cousin "Lowry man" said was not so. He says in his wonderful reply that he did say that he had heard of "only one Lowry man in Beat 2," and that it is a fact which he is willing to stand by. I am willing to admit that it is a fact he said so, but I claim on the other hand that this only proves that when the C. S. M. intimated that he, Mr. J., was not posted that he was correct. Had he been posted, as he should have been, being a delegate to the State Convention, he would have known then what he knows now, viz: that there was then and are yet more than one Lowry man in his beat, and I think I may say without fear of contradiction that he will not deny that fact. And I say again that I believe that a majority, (not "a large majority," as he is pleased to state it,) in the beat are for Lowry. I state this as a fact, and I am willing to stand by it. He says, though, if the people of the beat knew Gov. Lowry's record as well as he does, they would not support him. I suppose by that that he has

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LETTER HEADS, NOTE HEADS, BILL HEADS, SHIPPI CAI

KNOCKED DOWN AND ROBBED.

Last Saturday night Mr. J. P. Tarpalon, a citizen of New Orleans, occupied a cottage at Biloxi, and over from the city intending to stop at Biloxi, but fell asleep and was brought by to this place, lying here at 10:34 at night. He was unable to obtain return passage until 4:38 next morning. During the night, while taking in the air, he fell in company with three men, who inveigled him into a secluded part of the town and made him first to obtain from him about \$100 in cash and a three-cent railroad ticket. This done Mr. Tarpalon began to defend himself in his defense, where he was knocked down and his watch taken from him. He got on the morning train, but returned last Tuesday, gave Sheriff a description of the men, and on the same evening arrested suspicious characters answer to his description and put them in jail. The two men are stevedores by occupation, James Walsh and Thos. Stapleton, from Chicago, who have been working at the trade at Ship Island and other places along the coast for some time, but have been around here several days out of employment. One is tall, slightly built, with short red hair and ruddy complexion; the other is short, heavy with dark complexion. Upon being made Justice McQuis of Moss Point, was sent for and came down Wednesday, held a preliminary examination and bound both over in bonds of five hundred dollars each for their appearance at the next term of the Circuit Court of this county to answer the charge of robbery. None of the stolen property has been recovered except the ticket, which was picked up by a colored man named Reedy Reed and returned to the sheriff, though one of the prisoners was soon with the watch by several witnesses before his arrest. The other man engaged in the robbery has yet been apprehended.

the Voters of Jackson County.

A DEFENSE OF CANNED GOODS AS FOOD.

STRANTON, Miss., July 23, 1885.
Editor Democrat-Star:

Your current issue contains a paragraph, which has been some time on its rounds, connecting the prevalence of Bright's disease of the kidneys with the increased use of canned goods. This originated some weeks ago in the imagination of a writer on the Brooklyn Daily Eagle, whose knowledge of chemistry—and of the important industry he attempts to traduce—would appear to be inversely proportionate to the length of his ears. The truth is that the neutral fluid flux used in soldering the cap on the can contains no free acid whatever, and if it did, would defeat the very purpose for which it is used, and repel the solder from the copper and tin instead of causing a mutual adhesion. The small quantity of zinc chloride contained in this solution, if it was all mingled with the contents of the can, instead of being placed on the outside after the cap is put on, would, in a careful analysis of a dozen cans, yield less trace of mineral salts than can easily be detected in a single goblet of the purest well water.

It is a burning shame that newspapers penny-witners, in their insane scramble for material to minister to the depraved American taste have for sensationalism, should use in their power to prejudice whole communities against an industry that has done more in the last ten years to cheapen food luxuries than all other agencies combined. In every case of "canned goods poisoning" that has been investigated, the trouble has been found to originate, not in "canned goods," but in putrid food.

A portion of the contents of an opened can, too much for immediate use, is set away in the open can until next day or several days afterward, and then eaten with sickness as the result, and straightway "canned goods" get all the blame. Now, no one in his senses would think of putting away a remnant of fresh meat until it becomes putrid and then eating it, nor would he leave stewed fruit of any kind in a tin

CANDIDATES.

Our terms for announcements for office are as follows: State or District, \$15; County, \$10; Beat, \$5. No announcement will be published unless accompanied by the cash. No deviation from this rule. Calls on candidates will be published at regular advertising rates.

For the State Senate

At the solicitation of Col. RODERICK SEAL'S friends, we hereby announce him as a candidate for State Senator from the Hancock Senatorial District, subject to the action of the Democratic Convention.

FOR SHERIFF.

We are authorized to announce Mr. C. D. MOORE as a candidate for election to the office of Sheriff of Jackson county, subject to the action of the Democratic party.

We are authorized to announce Mr. JOHN E. CLARK as a candidate for re-election to the office of Sheriff of Jackson county, subject to the action of the Democratic party.

FOR TREASURER.

We are authorized to announce Mr. S. R. THOMPSON as a candidate for re-election to the office of Treasurer of Jackson county, subject to the action of the Democratic party.

FOR BOARD OF SUPERVISORS.

We are authorized to announce Mr. GEORGE A. MATHIEU as a candidate for election to the office of member of the Board of Supervisors, District No. 3, Jackson county, subject to the action of the primary election.

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I take this method of placing myself properly before you as a candidate for the office of Sheriff, submitting to the action of a Democratic convention, and should I be honored by election to that important trust, I will discharge the duties thereof without fear, favor or affection.

Respectfully,
ERNEST RUSS.

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"A LOWRY MAN" SPEAKS AGAIN.

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Editor Democrat-Star:

I notice in your last issue a reply from Mr. F. M. Johnson to "A Lowry Man." Now, Mr. Editor, I am always ready to "render unto Caesar

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Feted on retirement

LUCEDALE — Maybird L. Grant recently retired from the George County School System.

During a dinner held in her honor at Central Elementary School, George County Superintendent of Education Steve Pugh presented Mrs. Grant with a plaque. School Principal Clyde Dungan presented Mrs. Grant with a watch.

After receiving a bachelor of science degree from Rust College in Holly Springs, Miss., Mrs.

Grant furthered her studies at Tuskegee Institute in Alabama.

Mrs. Grant taught elementary and high school courses in New York City and Washington, D.C., before coming to south Mississippi. She taught in Moss Point from 1954 until 1981 and in George County schools for the past five years.

Retirement plans for Mrs. Grant include doing church and civic work, playing with her five grandchildren and fishing.

Capt. Grant Recognized

Pascagoula, Ms. 1890

Captain John Grant of Pascagoula was recognized for his dedication and achievements which have made the city and port of Pascagoula possible.

He had served in the legislatures of Mississippi, Alabama and Louisiana. Had voted for the Alabama charter to the New Orleans and Nashville Railroad in 1866.

It was this giant who built the first railroad in the old southwest in 1831 and invented the passing track and raised platform. Also noted for the dredging of Grant's Pass, a channel making intercoastal navigation possible.

Iberville Returns

Paris, France, July 25, 1699

The Ministry of Marine has released news that the squadron of Surgeres and d'Iberville has returned safely from the territory of Louisiana.

After a long voyage through the Floridas the Mississippi was found and a colony settlement has been established. The bay on which it is established is called Biloxi after the savages there. It was on February 13, of this year that foot was set on that peninsular south of the bay.

After much exploration of the region for the colony's base it was finally established on the northeast shore of the bay. There a small fort was erected, 120 feet square and called Biloxi Fort.

The several hundred colonists, soldiers and Canadian voyageurs are doing well there it is reported. Others will join the colony in the near future.

Grant

Family tradition

John O. Grant continues contributions to community

By REGINA HINES
Mississippi Press Staff

When 90-year-old Capt. John Grant died in April 1887, his life was celebrated for his contributions to Gulf Coast land and water transportation.

Grant, often called the father of the Pascagoula Port, dredged harbors, built railroads and dredged a shortcut from the Mobile Bay to the Mississippi Sound.

Late in his life he was one of the few men to have served in the Legislature of Alabama, Louisiana and Mississippi.

"He was a man of remarkable power of mind and physical endurance and he was happy being able to do more than one man's share for the benefit of the age in which he lived," said his obituary in the *New Orleans Times Picayune*.

One hundred years after Grant's death, the busy life of another nonagenarian named John Grant is being celebrated. Capt. Grant's great grandson, a very lively John O. Grant Jr. of Pascagoula, was honored Wednesday on his 90th birthday by his fellow Rotarians.

A faithful member of the club since 1958, Grant in his retirement years has continued to be active in civic and church work, living up to the Grant tradition of doing "more than one man's share."

Grant's comments as he blew out the candles on his birthday cake at the Rotary Club meeting are typical of his indomitable spirit. "I sure do appreciate it," he said. "I hope in 10 years you can do even more."

A descendant of Capt. Grant's son, John Lafayette Grant, the

present day John Grant spent most of his working years in the business world.

Capt. John Grant's expertise was in engineering and commerce. But both Capt. Grant — whose middle name is unknown, if he had one — and John O. Grant Jr. started earning a living early in life.

Capt. Grant was nine when he began working as a mechanic to support his mother and eight brothers and sisters. Grant, also from a family of nine children, went out into the working world at age 13.

"He (Capt. Grant) got to be a millionaire. I didn't," Grant joked.

A Pascagoula native who has held jobs from a drugstore clerk to bank vice president, Grant was executive director of the United Way of Jackson County

from 1962 to 1974. After that he continued to head the United Fund Medical Aid Association until the early 1980s.

"He gets up at 6 a.m. every day, whether he has to, or not. He is busy all the time. And he never misses Rotary," said his daughter Mrs. H.B. Moore of Pascagoula.

He is also an officer of the National Association for Retired Federal Employees and serves on the Jackson County Welfare Board.

John Grant started his working career by doing chores at a local drugstore from about 6:30 a.m. until 9 p.m., seven days a week for \$10 a month. But this only lasted for three or four months. One day, local newspaper editor C.G. Scott of the *Chronicle Star*, stopped young Grant as he was walking

by the newspaper office and offered him a job.

"I did everything — linotype, printing, the press room," Grant remembers. The job meant a raise in salary for him. He made \$3.50 a week for only working from 7 a.m. until 6 p.m. six days a week.

By the time he was 19 years old in 1916, Grant decided to change jobs. He went to work for Southern Paper Company, now International Paper Company. A short time later, World War I broke out and he enlisted in the Army.

After the war, he returned to Pascagoula and was a warehouseman for International Shipbuilding until the company went out of business in 1920.

For the next several years, Grant worked in New Orleans in See CAPT. JOHN..... Page 7-A ►

Grant's Pass dredger was self-taught

By REGINA HINES
Mississippi Press Staff

The persistence and ingenuity of self-taught engineer Capt. John Grant was a boost to the economy of the Gulf Coast states in the mid-1800s.

Born in Chester County, Pa., in 1796, Grant came south when he was hired by the federal government in 1827 to build a dredge for the Mobile harbor, similar to the type he had invented earlier at Baltimore, Md.

Grant and his family lived in Alabama, Louisiana, or Mississippi the rest of their lives.

In 1829, he built a five-mile railroad connecting New Orleans and Milneburg on Lake Pontchartrain for a group of financiers. While working as the railroad's superintendent, he invented the first raised platform to speed movement of freight. This invention led to a commission by the management of the New Orleans municipal wharf to design an incline ramp that would permit ships to be loaded at any tide level.

His greatest contribution was the dredging of Grant's Pass, a cut between Dauphin Island and Cedar Point, which gave boats of that era the 20-foot depth of water they needed to travel in the Mississippi Sound and to

**Pascagoula Public Library
Local History & Genealogy Department
Grant Family**

Renee Hague

From: Howard Willis [howard.willis@fastsigns.com]
Sent: Friday, June 27, 2008 7:55 PM
To: Renee Hague
Subject: RE: Grant

**Personal & Attorney Privileged Confidential Information
Not For Reproduction nor Re-transmission**

Hi Renee -

Thanks so much for your reply and your persistence! I've collected only basic info on John Grant - plus some expanded descriptions of his inventions and water works in Pascagoula and The Pass. Any information about his ancestors, his wife and children, the various residences he had and any stories would be really great.

For example, I read where he died in New Orleans and was taken back on the train to Pascagoula - like, where did he live in N.O.? How long?

Also, obviously I would like to get names of other ancestors up to living relatives who descended from John Grant via the children. My ancestry comes down from his daughter Isabella Queen Grant with her marriage to Julius Willis (I believe) then to their son Howard Grant Willis, his son Howard Julius Willis, his son Howard Julius Willis, Jr. to me.

Additionally, (sorry!) just in case you have anything on this line - Howard Grant married Emma Clark of Mobile - her parents Emma Southard and Clark emigrated sometime before 1850 (found them on 1850 census) from England. This is another dead end I'm trying to uncover.

Oh, one last thought - I have a letter written by grandfather Howard Grant Willis to a N.O. Federal Judge John Ellis, March 10, 1908, in which Howard is asking the judge about a claim grandfather John Grant personally delivered to Judge Ellis regarding "the capture and destruction of some U.S. Mail Boats".

Congress had apparently authorized settlement of all war claims, Howard Grant Willis believed he had a legal interest since his mother was Isabella Q. Willis.

Thank you so much for your assistance. Don't hesitate to write or call me anytime.

Sincerely,

Howard Julius Willis, III
2067 Windward Circle
Fort Lauderdale, FL 33326
954-288-4541 Tel
954-370-7579 Fax
howard.willis@fastsigns.com

-----Original Message-----

Date: 06/26/2008 05:42PM
From: pggen2@jgrls.org
To: howard.willis@fastsigns.com
Subject: Grant

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

John GRANT
FROM STEVE RENFROE

Tommy,

Good to talk with you yesterday. Below is the line from my son Robert back to Mayflower passenger Francis Cook. My sister Nancy Jones did the heavy lifting got this endorsed by the Mayflower Society. Look forward to speaking with you and will call later today.

Best regards.

Steve

Cell 228.219.9589

1. Robert Stewart Renfroe married Laura Hastings
2. Robert Stephen Renfroe married Deborah Stewart
3. Robert Barnes Renfroe married Lillian Miller
4. Hannah Grant married Robert Samuel Renfroe
5. Robert Bruce Grant married Lydia Landridge
6. John Lafayette Grant married Delphine Krebs
7. John Grant married Elizabeth Disney
8. Susanna Ames married John Grant
9. Elizabeth "Betty" Johnson married Elijah Ames
10. Mary Willis married Isaac Johnson
11. Mary Kingsley married Thomas Willis
12. Mary Washburn married Samuel Kingsley
13. Elizabeth Mitchell married John Washburn
14. Jane Cooke married Experience Mitchell
15. Francis Cooke married Hester Mahieu

► Capt. John

From Page 1



JOHN O. GRANT JR. has just turned 90.

the general office of the Southern Pacific Railroad, but switched to sales for the General Cigar Company a few years later. He stayed in sales, moving to Gulfport, then back to Pascagoula in 1940.

While in New Orleans he met and married the former Rita Kenny, more than 63 years ago.

About this time, Grant decided to find a job that would provide a more stable income for his wife and two children. He gained an appointment as a mail carrier for two rural routes. "I didn't have to worry about it (the post office) going out of business," he said.

During World War II, Grant organized and directed the Civil Defense Police Force and organized the local USO Council.

He retired from the postal service in 1958 and became vice president of the Pascagoula-Moss Point Bank until he retired from that position in 1962.

Grant had served United Way, then named the Jackson County United Fund, as a volunteer. After his banking career, he became the agency's executive director.

Grant may also have inherited his great-grandfather's love of politics. Active in the Democratic party, he served a term as councilman during the first year the council-manager form of government, 1965-69.

Grant says his family mentioned the illustrious Capt. Grant "a little bit." But if anything was mentioned in school, he says he doesn't remember it.

"I didn't appreciate what he had done until I was older," he said.

He conjectures that the captain's vast accomplishments were possibly clouded by one flaw, his Pennsylvania birthplace. "He was a Yankee, you know," Grant said quietly.

► Grant's Pass

From Page 1

avoid the shallow depths and frequent storms around the offshore islands.

"He was a practical engineer. He had no college degree, but he had good common sense," said Coast historian M. James Stevens of Grant.

Stevens said Grant's Pass was as important during the Civil War as it was in shipping during peacetime.

The pass cut between two and seven days off Gulf travel, depending upon the weather. Insurance costs dropped and the price of goods brought over this route were reduced 35 to 50 cents a barrel, saving consumers between \$500,000 to \$700,000 a year.

The Alabama state government had considered dredging a channel from the Mobile Bay into the Mississippi Sound, but by the 1830s they had given up the idea as impracticable. The idea fascinated Grant and he raised \$109,000 on his own to carry out the project. In 1839, the Alabama State Legislature gave him authority to build the pass and to collect 15 cents a ton from vessels using the narrow, four-and-one-half mile pass.

Although Grant's pass became less important to commerce with the advent of rail shipping, the pass again gained prominence a few years ago when the potentially oil-rich site was being claimed by the University of South Alabama and the State of Alabama.

When Grant died in 1887, he left the pass to his second wife, Lucy Davis Dorphley. The pass was sold at public auction to satisfy Grant's debts and was bought by Felix and Arthur

McGill of Mobile. They willed the property to the Catholic Diocese of Mobile in 1905. In 1954, the Bishop of Mobile transferred ownership of the pass to the Mobile Chamber of Commerce. Twenty years later, the chamber gave the pass to the University of South Alabama.

After years of court action, the proceeds of the now-submerged 7,664-acre tract was awarded to both parties. A 1985 decision ruled that the university would get 28.5 percent of the oil royalties from the pass and the state would get the remainder.

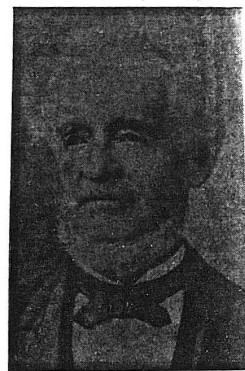
By 1840, Grant and his family had moved to Pascagoula, where he used a horse-powered dredge to deepen the East Pascagoula River, diverting shipping from what is now Gautier. He also helped develop the Beach Boulevard section of Pascagoula, then called East Pascagoula, a popular resort.

He became such a prominent figure, that he was elected to the Mississippi House of Representatives in 1842 for a two-year term.

His continuing interest in trade led to the founding of the New Orleans and Mobile Steam Line Company, a freight and passenger service between the Gulf Coast cities. As manager of the line, Grant was called captain, a title that stayed with him throughout his life.

In the 1850s, Grant moved to Covington, La., where he operated steamers across Lake Pontchartrain between New Orleans, Mandeville and Covington.

The War Between the States interrupted Grant's enterprises. A Union sympathizer, he was arrested and spirited away from Louisiana for the remainder of



CAPT. JOHN GRANT, father of the Port of Pascagoula.

the war. His fleet of boats was seized and used by the Confederates for combat. Union forces occupied the pass.

After the war, a penniless Grant succeeded in regaining the ownership of the pass by going to Washington, D.C. to appeal to President Andrew Johnson.

Elected to the Alabama Legislature in 1865, Grant again made a contribution to transportation by voting for the construction of the New Orleans and Mobile Railroad.

Grant lived out his later years in Louisiana and also served in the Legislature of that state.

Biographers of Capt. Grant say that he remained active to his last days. He died on April 4, 1887, leaving 111 living descendants, and a legacy of firsts and boons to rail and water transportation.

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hope that the missing man will be found alive, and if he is will be found by the crew of the seaplane, although the captain is of the opinion that he will never be found alive.

The "Ollie Ford" is a two-masted fishing schooner, with auxiliary engine, and is owned by G. A. Hart of 114 South Rampart street, New Orleans. She was built in the Flechas shipyard in this city and had in former times, been engaged in shrimping and fishing for the local canneries and fish houses. At the time of the accident she was on her way from New Orleans to Tampa and had come inside the islands on account of the rough weather.

FORESTRY BODY NAMED IN STATE

Mississippi Takes First Step to
Conserve and Extend Tree
Growth.

Jackson, Miss., April 3.—Governor Whitfield this afternoon appointed five members of the State Forestry Commission, who will be charged with the enforcement of the reforestation law passed at the 1926 session of the Legislature.

The appointees are:
J. B. Bishop, Pinola, term expires June, 1927.
Mrs. G. H. Reeves, term expires June, 1928.

Paul D. P. Spearman, Fulton, term expires, June, 1929.

Possey Howell, Howison, J. W. Aldridge, Michigan City, and D. H. Forzman, Electric Mills, terms expire June, 1930.

All of the commissioners named are interested in the reforestation of the state and are intimately connected with the lumber industry of the state. Mr. Reeves is chairman of the forestry division of the State Federation of Women's Clubs and has recently been named chairman for Mississippi Forestry Week activities during Forestry Week, starting April 18.

The law provides for the creating of a state forestry commission to be composed of the governor, the commissioner of agriculture, the state land commissioner and six citizen members, the latter to be appointed by the governor. The members are to be land owners and will receive no compensation for their services in addition to expenses.

Soon after its organization the commission will select a state forester to have active control of the work, which will include a fire control system and educational program. This official will receive a salary of \$4,800 a year, while \$10,000 is appropriated for the expenses of the office.

The week of April 18-24, proclaimed American Forestry Week several days ago by President Coolidge, has been set aside as Mississippi Forestry Week by Governor Whitfield, who is urging that the schools of the state observe Arbor Day during this period as a means of teaching the children the importance of forest conservation.

The law provides for lectures in the schools on reforestation and for the encouragement of public interest in forestry through correspondence, the press, periodicals and bulletins.

An important provision of the act is that allowing the governor to accept gifts of land in the name of the state to be set aside as state forests. It is also provided that the United States government may acquire forests in the state to be set aside as national forests and parks.

Other pertinent provisions of the act are: To take steps to prevent forest fires; to work with counties and cities in preparation and execution of plans for planting and protection of trees for forest, roadside and ornamental growth; to cooperate with

Frank L. Herring and Ralph K. Hollister, two members of the club who were on the program at the last meeting to give a synopsis of their early life's experiences, and did not respond as completely as Vice President Everitt thought they should, received a rude shock when two other members made their speeches for them. J. C. Allred went into detail to tell of Mr. Herring's boyhood and manhood days and Arthur V. Smith gave an account of Mr. Hollister's life. The substitute speakers had collected a great deal of information on their subjects which they gave to the club freely and willingly.

There were two guests at the luncheon, Mr. John Scott of Claborn, Ohio, and T. M. McClellan of Birmingham, Ala.

ELKS BENEFIT MINSTREL SCHEDULED FOR TONIGHT

The Elks Minstrel, scheduled for tonight at the High School auditorium is looked forward to with great expectation by lovers of comedy, singing and dancing, and a real treat is promised those who attend.

For several weeks, talented members of the Elks lodge, with the assistance of a number of friends, have been preparing for the entertainment which is to be given for the benefit of the Community League. One of the features will be a quartet, which in preliminary performances has won high praise and is sure to please the minstrel attendance.

The Elks promise some other novel entertaining numbers, besides the minstrel program, such as an exhibition of solo Charleston dancing. The interlocutor of the minstrel is a well known and popular local man and his supporters are all local people.

FUNERAL OF CAPT. H. K. GRANT

A large number of relatives and friends attended the funeral of the late Capt. H. K. Grant, which occurred late Thursday afternoon in Greenwood cemetery. The services were conducted by Father B. O'Reilly, pastor of Our Lady of Victories Catholic church, and dozens of friends sent beautiful floral offerings to the home and grave.

The active pall bearers were: Messrs. Monroe Krebs, Preston Krebs, Joe V. Krebs, Guy W. Krebs, Ferdie Walker and Armond Walker, all relatives of the deceased.

The honorary pall bearers were the following sea-faring men, or men connected with shipping interests, who had been associated with Capt. Grant during the active part of his life: Captains, Tack Krebs, Herman H. Colle, H. Coulson, E. Freeman, J. Green, O. Clark and R. B. Sargent.

Captain Grant is survived by one sister, Mrs. H. S. Dreese of Savannah, Ga.; one son, Harry F. Grant, of Realitos, Texas; and three daughters, Mrs. B. J. Larsen, and Misses Lucie and Adele Grant of this city; six grandchildren and numerous other relatives in Pascagoula and elsewhere.

Thus passes another old land-mark of Pascagoula, a representative of a family that has been identified with the history of the community for many years, one of a generation that is fast passing away and will soon live only in the archives of the country and in the memory of friends and loved ones of a newer and different era.

CIVIC LEAGUE.

The regular meeting of the Civic League will be held this afternoon, Friday, April 9, at the Community House, at 3 o'clock.

At the regional literary meet of the Gulf Coast Region held in Biloxi last Saturday, Pascagoula won third place. Gulfport and Biloxi winning first and second. The State meet will take place on Saturday the 10th at Jackson and next week the Chronicle Star will give a more detailed account of the meeting.

Secretary of State for Mississippi

Drops Dead at Desk at Capitol
at Jackson.

Walker Wood, editor of the Winona Times, was appointed Wednesday afternoon by Governor Whitfield to fill the vacancy in the office of secretary of state caused by the death of Joseph W. Power. Mr. Wood immediately qualified for the office, and announced that the present personnel of the office would be retained. He made the race for the Democratic nomination to the office in the last campaign.

Jackson, Miss., April 5.—Joseph W. Power, for the past 25 years secretary of state for Mississippi, died suddenly at his desk in the capitol building at 11 o'clock Monday morning. Death was due to a heart attack and came without warning. Funeral services will be held at the First Presbyterian church at 4 o'clock Tuesday afternoon and will be conducted by Rev. William Mercer Green, bishop-coadjutor of the Episcopal diocese of Mississippi, assisted by Rev. J. B. Hutton, pastor of the First Presbyterian church.

Governor Whitfield this afternoon issued orders that the two capitol buildings remain closed all day Tuesday and public business suspended as a mark of respect to Secretary Power. By virtue of his office, Mr. Power was official custodian of these two buildings, and in years of service he was the oldest occupant of the new capitol.

A few minutes before the attack, Mr. Power was chatting with his assistant, B. B. Graves, in the outer office. He returned to his desk and shortly afterwards Mr. Graves heard a heavy fall in the inner office. He hurried inside and found Mr. Power lying on the floor. A hasty examination showed that he was beyond medical aid. Death had apparently been instantaneous.

Word was sent to relatives, and within a few minutes Mr. Power's only brother, Honorable George B. Power, and his sister, Miss Annabel, reached the state house. Shortly after the noon hour the body was borne to the family residence, 821 North Congress street.

Joseph Withers Power was born in Jackson on March 2, 1867, and was in his fifty-ninth year at time of death. He was the eldest son of Colonel and Mrs. Dan Power and succeeded his father as secretary of state when the latter died on September 23, 1901.

Mr. Power received his early education in the public schools of Jackson, and later attended the Southwestern Presbyterian University at Clarksville, Tenn. After leaving school, he was associated for some time with his father in the publishing business, Colonel Power at that time being editor of a local newspaper.

When Colonel Power passed away, Governor Longino named his son as successor and Joe Power gave 25 years of his life to the office of secretary of state.

At several state elections Mr. Power had opposition, but so strong was his hold on the voters of Mississippi that he easily vanquished all opponents, being re-elected at each primary by large majorities.

On November 18, 1896, Mr. Power was united in marriage to Miss Eva Truly, of Fayette, daughter of Richard H. and Mary Key Truly, and sister of Judge Jeff Truly, former associate justice of the supreme court. Three children blessed this union, Dorothy (Mrs. Dunlap, Pearlles), Mary Evelyn (Mrs. B. B. Graves), and Joe Jeff. A sister, Miss Kate Power, lives in Pensacola.

Mr. Power held high rank in the Masonic fraternity, was a member of the Odd Fellows, Pythian and several other fraternities, and an earnest and consistent member of St. Andrew's Episcopal church.

As a public official Mr. Power was

Every piece of property will be assessed anyway and if the tax not paid, an account of it not assessed to the rightful owner, trouble and expense will be caused. In the course of a few weeks tax assessors will visit the different precincts and communities of county to gather information on assessments of land, but it is possible that he may not see every person who will also endeavor to call on assessors to list personal property as to state and county taxation.

EXALTED RULER NAMES COMMITTEE HE

Andrew Nelson Becomes High
ficer of Pascagoula Elk
Organization.

Exalted Ruler Andrew Nelson, Pascagoula Elks Lodge has named appointments of members of the investigating, finance and community welfare committees, which he announced to the lodge at their meeting Thursday night. The ruler also made appointments of offices of inner guard, chaplain and esquire.

In taking over the office as of the Elks Lodge, Mr. Nelson, an appeal to the membership to attend the regular meetings Thursday night and give their efforts to making the lodge a center of community activity and so

BOARD PROCEEDS ON BOND SALE

State Bond Attorney Will In-
Validating Proceedings. Eng-
to Be Employed.

Two bond issues aggregating \$100,000 recently overwhelmingly approved by the voters of District 4 were ordered issued under a June 1 by the board of super which was in session this week. The proceedings leading up to the ap of the issues will be submitted to G. Lyle of Jackson, state bond attorney, who will institute proceedings to validate the issue in the chancery court of Jackson county, after formalities of the board of super will advertise for bids for the purchase of the bonds. June 7 named as the date for receiving for the two issues. The bond bear six per cent interest.

One of the issues is for \$10 and was authorized to pay Jackson county's proportionate part of cost of construction of a bridge across Biloxi Bay. The other issue was \$84,000 to pay the cost of a highway from Fort Bayou to Ocean Springs to the Harrison ty line, a distance of about miles.

J. K. Lemon, member of the of supervisors from District 4 was authorized by the board to employ an engineer and have plans specifications prepared for the construction of the road to the Harrison county line.

Mr. Lemon is hopeful that will be no delay in the proceedings leading up to the final sale of bonds. In the meantime, office Harrison and Jackson county press their request to the State way Department that federal provided to the amount of fifty cent of the cost of building bridge.

THREE ROTARIANS ATTEN SHREVEPORT CONVEN

Mr. and Mrs. H. F. Gautle and Mrs. E. B. Martin and C. H. H. Colle attended the district convention of the International club held Tuesday and Wednesday at Shreveport, La. Messrs. Gautle and Martin and Captain Colle were

BOYCE - GRANT

2002, in Houma, La. He is survived by first cousins, Mary Katherine Brannon of Grand Bay, Ala., Grant Jones of Pascagoula, Miss., Louis P. Jones Jr. of Grand Bay and Jimmy King of Pascagoula.

Father Boyce was born on Jan. 22, 1941, in Pascagoula. He was ordained a priest for the Diocese of Natchez-Jackson on May 28, 1966, at Our Lady of Victories Church in Pascagoula.

Arrangements are handled by Wright & Ferguson Funeral Home in Jackson.

He served the diocese as an assistant pastor at St. Alphonsus in Ocean Springs, Miss., until April 1970 when he became the Temporary Administrator until September of 1970. At that time he left Mississippi to serve the United States as a chaplain in the U.S. Army in Vietnam. In October of 1973 he returned to serve the diocese again as an associate pastor at St. Peter Co-Cathedral in Jackson. During this time he also served as the Diocesan Coordinator for Campus Ministry.

In June of 1974 he was

appointed to serve as Director of Vocations. In August of 1977 he was appointed pastor of St. Michael parish in Vicksburg, Miss. He served there until September 1980 when he was named pastor of All Saints parish in Belzoni, Miss.

He was appointed pastor of St. Jude parish in Pearl, Miss., in January 1983. In January 1993 he was appointed to serve as pastor of St. Mary in Batesville, Miss., and its mission, St. John the Baptist in Sardis, Miss.

Visitation was at St. Peter the Apostle Cathedral on Monday, Dec. 16, 2002, from 5-7 p.m. followed by a wake service. The Mass of Christian burial was celebrated at 1 p.m. on Tuesday, Dec. 17, 2002, at the cathedral.

There was a graveside service with burial on Wednesday, Dec. 18, 2002, at 10 a.m. in Greenwood Cemetery in Pascagoula.

Memorials may be made to the Catholic Diocese of Jackson Foundation Trust for the

BOYCE

Rev. Thomas M. Boyce, 61, a priest of the Catholic Diocese of Jackson, Miss., died of a heart attack Friday, Dec. 13,

OBITUARIES

From Page 6

DOMA FRANK
Education of Future Priests.



**W. J. GRANT DIES
IN NEW ORLEANS**

**Outstanding Biloxian Stricken While at
Football Game—Funeral Held in
Biloxi Sunday Afternoon**

Wm. J. Grant, one of Biloxi's most outstanding citizens, who died suddenly while attending the Tulane-Texas football game in New Orleans, was buried from his home, 925 West Howard avenue Sunday afternoon.

For many years, Mr. Grant was a quiet, but substantial influence in the affairs of the city. Other than being secretary of the Mississippi seafood commission, on which he served for many years, and secretary of the local democratic executive committee, he held few offices during his life. He was one of the organizers and early directors of the Biloxi Commercial Club, now the Chamber of Commerce, with which he has been affiliated since. He also was a member of the Woodmen of the World and a director of the First National Bank.

He was born in Pascagoula June 19, 1875 and came to Biloxi in 1900, taking charge of the prescription department of W. P. Kennedy Sr.'s Drug Store, and a year later, on account of ill health, Mr. Kennedy disposed of his business and Dr. H. M. Folkes and Mr. Grant became the purchasers. Later Mr. Grant purchased the interest of Dr. Folkes and at the time of his death his son William was associated with him in the operation of the business known as Grant's Drug Store, located at the corner of Howard avenue and Reynoir street.

He was a charter member of the Biloxi Yacht Club and an active member of the Order of Elks. He also had been in the Rotary Club and was a director for many years.

Mr. Grant was married on April 16, 1902, to Miss Lillie Baltar, formerly of New Orleans and the couple were blessed with three children: Mrs. Henry B. Curtis, New Orleans; Wm. J. Grant, Jr., who has been associated with his father in the store, and Leslie Grant, a promising young attorney with the Wadlington, Corban and Grant firm. He also has three sisters, Mrs. John Hill, and Mrs. R. Renfro, of Moss Point, and Mrs. H. Hastings, Sr., and two brothers, Lafayette of Picayune and Robert of Gulfport.

Mrs. Grant was in New Orleans spending the week with her daughter, Mrs. Curtis, and Mr. Grant and Leslie went there Friday afternoon, witnessing a football game that night. Saturday afternoon Mr. Grant and Leslie went to the football game and while walking up the stadium stairways Mr. Grant was stricken. A nearby doctor rendered assistance and Ray Butler, Biloxi, came up and shortly afterward notified Mrs. Grant. Mr. Grant died at the Charity Hospital about a half an hour after the attack.

The body was brought to Biloxi Sunday morning and the funeral held at 4 o'clock with services at the home by R. C. Hodge, pastor of the Baptist church. The services were very largely attended and large and beautiful floral offerings were banked about the casket in unusual profusion. Following the home service the remains were taken to the Biloxi cemetery, where Masonic services were led by Lawrence Corban, master of the local lodge, and J. L. Taylor of Gulfport, grand orator, acted as chaplain. The pallbearers were: Dr. R. M. Mosley, W. V. Joyce, Louis Staehling, Cleve Huggins, Henry Eikel, Sr., John Swanzy, Alfred Dantzler and Jacinto Baltar.

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BODY SENT TO BILOXI

**Funeral of William J. Grant, Sr., To
Be Held on Coast**

NEW ORLEANS, Oct. 3.—(AP)—The body of William J. Grant, Sr., 37, prominent Biloxian, who collapsed and died while attending the Tulane-Texas A. & M. game here Saturday, was taken to Biloxi, Miss., for burial. He was secretary of his local Democratic executive committee, member of the Mississippi seafood commission, and well known in business and fraternal circles. His widow, two sons and a daughter survive.

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

CAPTAIN JOHN GRANT DIED IN
NEW ORLEANS AT 90 YEARS OF AGE

March 1887

Captain John Grant, the builder of the Pontchartrain Railroad, the first road built south of Pennsylvania, and constructor of Grant's Pass, the pass that connects Mobile Bay and Mississippi Sound, died in New Orleans last week at the advanced age of 90 years.

Although so aged, he had never in his life used a profane word, drank a drop of liquor or used tobacco in any form.

His remains were taken to Scranton, Miss., (Pascagoula) for interment.

Source: A newspaper (name unknown) of April 9, 1887.
Copied from Scrapbook of William G. Walker of Mississippi City, Miss., in 1887.
Book presently (October 1978) in possession of his descendant Mrs. Zora W. Carver, 947 Township Road, Mississippi City, Gulfport, Miss.
Copied by M. James Stevens

Genealogy File

DO NOT CIRCULATE

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

228-491-7544

NUMBER 7

YOUNG

Lynne Grant Young, 71, of Pascagoula, Miss., died Wednesday, March 31, 2004, in Pascagoula. She was born May 15, 1932, in New Orleans, La. and has been a longtime resident of Pascagoula. She graduated in 1950 from Pascagoula High School and moved to Houston in 1955. She returned and has been a resident of Pascagoula since 1987. She retired from PMP/Hancock Bank and was employed with banks in Houston, Texas. Lynne was a member of Our Lady of Victories Catholic Church in Pascagoula and was active in St. Vincent de Paul thrift store.

Survivors include her son, Michael Young and his wife, Kris, Houston, Texas; daughter, Laura Kajioka, New Orleans; grandson, Shane Young and granddaughter, Tay-

or Young, Houston, Texas; sister, Margie Phillips, Madison, Miss.; sister and brother-in-law, Jane and Jackie Richer, Houston, Texas and Gautier, Miss.

Memorial Mass will be at 2:30 p.m. Monday, April 5, 2004, at Our Lady of Victories Catholic Church in Pascagoula. Father Gerard Cleary and Father John McGrath will be presiding with a celebration of life. Immediately following the mass, family and friends are invited to visit at Scranton's in Pascagoula.

Memorials may be made to Holy Spirit Catholic Church, 6705 Jim Ramsey Road, Vancleave, Miss. 39565, Patrick Quinn Excellence in Education Fund, c/o Hancock Bank, P.O. Box 4019, Gulfport, Miss. 39502, Singing River Charitable Trust Inc. Hospice of Light, 2101 Hwy. 90, Gautier, Miss. 39553 or the charity of your choice.

Arrangements made by O'Bryant-O'Keefe Funeral Home, Pascagoula, Miss.

LYNNE YOUNG, 71, of Pascagoula, Miss., died March 31, 2004. O'Bryant-O'Keefe Funeral Home, Pascagoula, Miss.

GRANT
"Obituaries over one inch in length are paid advertisements."

ASK US ABOUT LOCALS

QI
MI

Pascagoula Public Library
Local History & Genealogy Department
Grant Family

This link is to an obituary for Lydia Gayler, who was a granddaughter of Robert Bruce Grant and Lydia Sarah Landridge Grant. Lydia Gayler was named for her grandmother. These Grants are buried in Greenwood Cemetery in Pascagoula.



[View/Sign Guestbook](#)

LYDIA SARAH HAISTEN GAYLER

Obituary

Lydia Sarah Haisten Gayler passed away peacefully in her home in Cape Coral on December 7, two days before her 89th birthday.

She is survived by her beloved husband of 66 years Dr. Cecil Winston Gayler, son Winston Daniel Gayler and his friend Maritza Alfandari, daughter Janet Grant Gayler Fallon, son-in-law Dr. Robert Fallon, grandsons Daniel Fallon and Douglas Fallon, two grand nieces, Dr. Marion Hargrove and Linda Fassman, brother-in-law Hugh Gayler, and her many friends.

Lydia was born December 9, 1918, in Birmingham, AL, to Daniel Ellis Haisten and Octavia Grant Haisten. She graduated from Howard College (now Samford University) in Birmingham in 1940 with majors in English and Speech. She also studied chemistry and physics and was especially interested in photography. Lydia was a member of the theatrical group "The Maskers" and played many leading roles. She was a member of AAUW, the Phi Mu sorority, and remained active in Panhellenic affairs until her death.

After graduation from Howard College and teaching in Birmingham, she married Cecil and relocated to Austin, TX, where Cecil was a graduate student at the University of Texas. In 1943 the Gaylers moved to the Philadelphia area where both were employed in the Chemical Research Laboratories at the American Viscose Corp. Lydia worked as an analytical chemist in the lab that developed the acrylic fiber named Acrilan, which was later manufactured worldwide. She also translated French technical papers for American Viscose and the American Chemical Society. She was a key player in "Barnstormers," one of the oldest little theater groups in the country.

After World War II, she left the lab to start her family. Due to Cecil's long career in the synthetic fiber industry the Gaylers lived in Martinsville, VA, Pensacola, FL, Decatur, AL, New Canaan, CT, and St. Louis, MO. During this time Lydia took great pride in supporting Cecil's career and raising her two children. She was a gracious hostess and active volunteer in church and school affairs. Lydia was a lifelong Methodist. She also enjoyed worldwide travel with her husband.

Upon retirement in 1975 the Gaylers moved to Cape Coral and seriously pursued their hobby of sailing. In their sailboat, Lagniappe, they cruised the waters from Mobile Bay to the Chesapeake, including the Bahamas and the Tortugas. One of her greatest joys on Lagniappe was cruising with her two grandsons. Lydia was a member of the Cape Coral Sailing Club, the Coast Guard Auxiliary, the Royal Palm Yacht Club, and the Caloosahatchee Marching and Chowder Society. An accomplished artist, Lydia painted several prize-winning portraits in oil. Her favorite subjects were her family.

A Memorial Service will be held at Metz Chapel in Cape Coral on Saturday, Dec. 15, at 2 PM. (239-542-2134). In lieu of flowers please remember Hope Hospice, 9470 HealthPark Circle, Fort Myers, FL 33908, or your favorite charity.

Dunt

OBITUARIES

McGRATH

Robert F. McGrath, Jr., 39, of Apopka, Fla., formerly of Pascagoula, Miss., died Wednesday, Oct. 18, 2000. He was born Nov. 16, 1960.

A Roman Catholic, he graduated from Our Lady of Victories High School, Mississippi Gulf Coast Junior College Perkinston Campus, and attended the University of Southern Mississippi. He was employed as a Computer Systems Analyst for Sprint in Orlando, Fla.

A uniquely loving and giving man, he has made many dear friends during his brief life. His giving did not stop at his death, as he was an organ donor with many people benefiting from this gift.

He will be sadly missed by his loving family who survive him including his wife, Jan Price McGrath of Apopka, Fla.; his mother, Sybil Beech McGrath; his father, Robert P. McGrath, Sr., and his wife, Karen; his sister, Melanie L. McGrath and her husband, Jeremiah F. Donahue; and his brother, John B. McGrath and his wife Roxanne. He was adored by his nieces, Kelsey Richardson McGrath and Isabelle L. Donahue, and his nephew, Connor J. Donahue. He is also survived by his aunts, Mrs. Vic (Mary) Abraham and Rita I. McGrath, and by his uncles, James H. McGrath and Father John McGrath.

A memorial mass will be held at Our Lady of Victories Catholic Church on Tuesday, Oct. 24, at 6 p.m., officiated by Fr. John McGrath. Visitation with the family will be in the Resurrection cafeteria immediately following the mass. In lieu of flowers, the family asks that donations be made to the American Heart Association.

Grant file

OBITUARY

BOYCE

Rev. Thomas M. Boyce, 61, a priest of the Catholic Diocese of Jackson, Miss., died of a heart attack Friday, Dec. 13, 2002, in Houma, La.

He is survived by first cousins, Mary Katherine Brannon of Grand Bay, Ala., Grant Jones of Pascagoula, Miss., Louis P. Jones Jr. of Grand Bay and Jimmy King of Pascagoula.

Father Boyce was born on Jan. 22, 1941, in Pascagoula. He was ordained a priest for the Diocese of Natchez-Jackson on May 28, 1966, at Our Lady of Victories Church in Pascagoula.

Arrangements are handled by Wright & Ferguson Funeral Home in Jackson.

He served the diocese as an assistant pastor at St. Alphonsus in Ocean Springs, Miss., until April 1970 when he became the Temporary Administrator until September of 1970. At that time he left Mississippi to serve the United States as a chaplain in the U.S. Army in Vietnam.

In October of 1973 he returned to serve the diocese again as an associate pastor at St. Peter Co-Cathedral in Jackson. During this time he also served as the Diocesan Coordinator for Campus Ministry. In June of 1974 he was appointed to serve as Director of Vocations. In August of 1977 he was appointed pastor of St. Michael parish in Vicksburg.

Miss.

He served there until September 1980 when he was named pastor of All Saints parish in Belzoni, Miss.

He was appointed pastor of St. Jude parish in Pearl, Miss., in January 1983. In January 1993 he was appointed to serve as pastor of St. Mary in Batesville, Miss., and its mission, St. John the Baptist in Sardis, Miss.

Visitation will be at St. Peter the Apostle Cathedral on Monday, Dec. 16, 2002, from 5-7 p.m. followed by a wake service.

The Mass of Christian burial will be celebrated at 1 p.m. on Tuesday, Dec. 17, 2002, at the cathedral. There will be a graveside service with burial on Wednesday, Dec. 18, 2002, at 10 a.m. in Greenwood Cemetery in Pascagoula.

Memorials may be made to the Catholic Diocese of Jackson Foundation Trust for the Education of Future Priests.

Obituaries over one inch in length are paid advertisements.

EXPERIENCED TECHNICIANS

"New Back Pain Relief"



Nov 15, 1918

The Pascagoula Democrat-Star

A DEMOCRATIC NEWSPAPER, PUBLISHED EVERY FRIDAY, AT
PASCAGOULA, JACKSON COUNTY, MISSISSIPPI.

H. L. LYONS.....Editor and Publisher

OFFICIAL JOURNAL OF JACKSON COUNTY

Entered in the Postoffice at Pascagoula, Miss., as Second Class Mail
Matter.

SUBSCRIPTION RATE \$1.50 per year in advance.

Advertising rates on application.

Local and Long Distance Cumberland Telephone No. 38

DIES IN FRANCE

Corporal Elmer Grant, a son of Mr. and Mrs. John Grant, died of pneumonia in France, Oct., 21.

Corporal Grant was the second son of Mr. and Mrs. Grant, and was a member of two of Pascagoula's oldest and most prominent families Grant and Krebs, his mother being a granddaughter of the late Mr. Heliure Krebs, one of the pioneer settlers in Pascagoula. He was a most promising young man.

On the entrance of the United States in the European war, Corporal Grant, and his brother, Sergeant John Grant, volunteered and joined the First Mississippi cavalry, then organized in Jackson County, with headquarters at Pascagoula. Later the troop was sent to Camp Beauregard for training, and was merged into the 114th Ammunition train, and from there was sent to France,

A FATAL ACCIDENT

A little before one o'clock Friday afternoon, two young men in the employ of J. G. Blackwell, who were delivering some baggage to South Pascagoula, fell from the truck a short distance south of the school house. Morton Davis was instantly killed, his head striking the street car track and --- Fournier badly injured a leg. The two were riding on a trunk, on the rear of the truck, and their fall was not immediately noticed by the driver. It is impossible to say just how the accident happened.

President Wilson is undoubtedly the world's first choice to head the new League of Nations. President of the United Governments of the World sounds good.

The Germans wanted some little changes made in the armistice terms — so just to be obliging Marshal Foch agreed to accept all of the submarines instead of 160, and to take 100,000 additional railway cars.

SERVICE THAT WINS THE SOLDIER HEART

Fred Lockley, Y. M. C. A., Tells of
the Gratitude of the Boys
at the Front.

"One of the discoveries men are making over here," Fred Lockley, of the Y. M. C. A. and of Portland, Oregon, writes from London, "is that more pleasure can be had out of giving than getting. Many a man who has spent money freely in the old days to buy pleasure is finding that he gets more pleasure over here by the spending of one's self in the service of others.

"A few months ago I went out with a fellow Y. M. C. A. secretary to hunt up out-of-the-way detachments of troops. A stable guard here, a machine gun company there, a platoon somewhere else. We carried our goods in an automobile. We had plenty of writing paper and envelopes for free distribution, and chocolate, cookies, chewing tobacco and smoking tobacco, cigarettes, razor blades, tooth paste and things of that kind for sale. American war service workers were busy everywhere. We found Salvation Army lassies making doughnuts for the boys and K. of C. secretaries giving help. Books furnished by the American Library Association were to be seen on all sides.

"Hearing firing at a distance, we drove down the road and found a score or so of men at machine gun practice. The officer gave the men half an hour recess to buy goods.

"At another place we came in sight of a lieutenant drilling a platoon. I said to the lieutenant: 'How soon before you dismiss the company? We have Y. M. C. A. goods for sale.'

"He said: 'Right now. Sergeant, dismiss the company!'

"And ten seconds later the company was in line waiting to buy goods from our traveling 'Y.' Grateful is no name for it. The men can't do enough to show their gratitude."

Why You Should Give Twice What You Did Before

The government has fixed the sum needed for the care of the men in the service at \$170,500,000.

Unless Americans give twice as much as ever before our soldiers, sailors and marines in 1919, may not enjoy their

3,600 recreation buildings
1,000 miles of movie films
100 stage stars
2,000 athletic directors
2,500 libraries supplying
3,000,000 books
85 hostess' houses

DRIVE WILS

(By L.
It is at Pres
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**W. J. GRANT DIES
IN NEW ORLEANS**

**Outstanding Biloxian Stricken While at
Football Game—Funeral Held in
Biloxi Sunday Afternoon.**

Wm. J. Grant, one of Biloxi's most outstanding citizens, who died suddenly while attending the Tulane-Texas football game in New Orleans, was buried from his home, 925 West Howard avenue Sunday afternoon.

For many years, Mr. Grant was a quiet, but substantial influence in the affairs of the city. Other than being secretary of the Mississippi seafood commission, on which he served for many years, and secretary of the local democratic executive committee, he held few offices during his life. He was one of the organizers and early directors of the Biloxi Commercial Club, now the Chamber of Commerce, with which he has been affiliated since. He also was a member of the Woodmen of the World and a director of the First National Bank.

He was born in Pascagoula June 19, 1875 and came to Biloxi in 1900, taking charge of the prescription department of W. P. Kennedy Sr.'s Drug Store, and a year later, on account of ill health, Mr. Kennedy disposed of his business and Dr. H. M. Folkes and Mr. Grant became the purchasers. Later Mr. Grant purchased the interest of Dr. Folkes and at the time of his death his son William was associated with him in the operation of the business known as Grant's Drug Store, located at the corner of Howard avenue and Reynoir street.

He was a charter member of the Biloxi Yacht Club and an active member of the Order of Elks. He also had been in the Rotary Club and was a director for many years.

Mr. Grant was married on April 16, 1902, to Miss Lillie Baltar, formerly of New Orleans and the couple were blessed with three children: Mrs. Henry B. Curtis, New Orleans; Wm. J. Grant, Jr., who has been associated with his father in the store, and Leslie Grant, a promising young attorney with the Wadlington, Corban and Grant firm. He also has three sisters, Mrs. John Hill, and Mrs. R. Renfro, of Moss Point, and Mrs. H. Hastings, Sr., and two brothers, Lafayette of Picayune and Robert of Gulfport.

Mrs. Grant was in New Orleans spending the week with her daughter, Mrs. Curtis, and Mr. Grant and Leslie went there Friday afternoon, witnessing a football game that night. Saturday afternoon Mr. Grant and Leslie went to the football game and while walking up the stadium stairways Mr. Grant was stricken. A nearby doctor rendered assistance and Ray Butler, Biloxi, came up and shortly afterward notified Mrs. Grant. Mr. Grant died at the Charity-Hospital about a half an hour after the attack.

The body was brought to Biloxi Sunday morning and the funeral held at 4 o'clock with services at the home by R. C. Hodge, pastor of the Baptist church. The services were very largely attended and large and beautiful floral offerings were banked about the casket in unusual profusion. Following the home service the remains were taken to the Biloxi cemetery, where Masonic services were led by Lawrence Corban, master of the local lodge, and J. L. Taylor of Gulfport, grand orator, acted as chaplain. The pallbearers were: Dr. R. M. Mosley, W. V. Joyce, Louis Staehling, Cleve Huggins, Henry Elkel, Sr., John Swanzo, Alfred Dantzler and Jacinto Baltar.

Grant

Five Relatives Are Buried At Joint Funeral Services

Tragedy stalked the Mississippi Sound Sunday when its waters claimed five lives—a man, his child and two nieces and a nephew—in a single swimming catastrophe.

The victims were Robert O. Penton, 29 years old, his son, Phillip Edward Penton, 4, Richard Steven and Sarah Octavia Grant, 9 and 11, respectively, children of Mr. and Mrs. Steven Grant, and Octavia Marie Beckham, 9, daughter of Mr. and Mrs. E. C. Beckham, Pascagoula, who now reside in Birmingham.

One of the worse tragedies in the history of the Gulf Coast, the deaths cut deep into three branches of the family of Forrest Grant, theater owner, and Mrs. Grant who are members of old respected Pascagoula families. Mrs. Penton is Mr. and Mrs. Grant's youngest daughter, the former Miss Dorothy Grant. Mr. Steven Grant is their only son and Mrs. Beckham is the former Miss Octavia Grant. The children were four of the six Grant grandchildren and the little Beckham child is also the granddaughter of E. C. Beckham, a well-known Pascagoula. Their great uncle is J. O. Cole who is also a business partner of Mr. Grant.

The accident occurred Sunday afternoon when Mr. Penton took the four children in a row boat to go swimming. The group was not missed until later in the after-

*Robert O.
Penton, Phillip Edward
Grant, Richard Steven
Grant, Sarah Octavia
Beckham, Octavia Marie*

**Pascagoula Public Library
Local History & Genealogy Department
Grant Family**

and relatives and friends of the stricken families formed a continual stream into the chapel which rapidly became filled beyond capacity with floral offerings pumbering in the hundreds. Funeral services were conducted Tuesday with those who came

to offer condolences, pay their respects and mourn with the families filling the chapel, the adjoining rooms and porch and overflow into the funeral home yards.
Dr. J. C. Crane, pastor of the
(Continued on Page 4)

noon when their delayed return home caused Mr. Grant and Mr. Stevens to go out to look for them. The row boat was found anchored in eight inches of water—a sand bar near where the Yazoo Lake on which the Grants live empties into the Sound. The clothes and towels of the swimmers were folded in the boat but there was no sign of any member of the party.

No Witnesses

Although there were about a dozen fishing skiffs in the vicinity of the sand bar, so swiftly and quietly had the entire group disappeared that there was no eye witness.

The first body, that of the little Penton boy, was found about 7 o'clock that night by a cousin of the family, Ralph McFaul, who had not heard of the missing group and who stumbled on the child as he and his son were floundering. Two more bodies were found Sunday night and Monday morning the bodies of Mr. Penton and Sarah Octavia "Tavie" Grant were recovered.

The search continued through the night as men and women all over the city joined the searchers as the news of the tragedy spread. The sea wall was lined with automobiles and the water was thickly spotted with the lights of many boats, both large and small, combing the water in the vicinity of where the Penton child was found.

Monday the five white caskets of graduating size stood in the Stokes Funeral Home chapel

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Grant Family

BECKHAM X X

Octavia Grant Beckham, 85, who grew up in Pascagoula, Miss., died Mon., Aug. 23, 1999 at Westminster Village in Spanish Fort, Ala., her home for the last ten years.

She is survived by her son, Dr. Eugene C. Beckham, III of Midland, Mich.; two sisters, Dorothy Grant White of Pascagoula and Catherine Grant Smith of Birmingham, Ala.; her grandson, Rusty Beckham of Midland, Mich.; nieces; nephews; and other relatives.

A memorial service will be held on Sat., Aug. 28, 1999 at 10:00 a.m. from the Chapel of All Saints Episcopal Church at the corner of Government and Ann Streets in Mobile, Ala.

In lieu of flowers it is the families wish that a donation be made to either All Saints Church in Mobile or Westminster Village in Spanish Fort, Ala.

BY FEDERAL MEN

Seized With 71 Gallons Tax Unpaid Liquor. Still Destroyed Near Hattiesburg

Capture of a one-half ton Chevrolet truck while being used in importing 71 gallons of tax unpaid whiskey in Jackson County on Mississippi Gulf Coast was included in a report of the week's action of federal agents of the Special Tax Unit by E. S. Chapman, head of the Mississippi office in which also included the seizure and destruction of seven moonshine stills, a total number of 96 gallons of whiskey mash and gallons of tax unpaid whiskey. These persons were committed to a pending arraignment before U. S. commissioners on charges of violating the Internal Revenue law, pending federal grand jury action according to Chapman's report. W. D. Holder and Andrew Jones were arrested in connection with seizure of truck load of moonshine above and Ed. Jones and White Martin taken into custody by the government agents at the time of seizure of the moonshine goods.

A large 300 gallon copper distiller together with 2312 gallons of whiskey mash and two gallons of moonshine whiskey was seized at a place about five miles west of Hattiesburg, Jackson County, Miss. Herald.

DEATH OF A. L. ORRELL

The quiet community of Vancouver was shocked and grieved Saturday evening to learn of the death of Albert L. Orrell, aged 64 years, one of the best men in the county. Mr. Orrell's death was caused by a fall when the platform outside the house he was out of his barn gave way precipitating him to the ground. When no bones were broken the shock to his system was enough for him, and he lived only ten hours after the accident. Mr. Orrell's health had been poor for some years and he had been gradually failing ever since the death of his wife, Mrs. Ida Ramsey, who died last February.

Survivors include Mrs. Charles Orrell, his mother-in-law; Mrs. Clifton Orrell, his sister; Mrs. William Orrell, and son of New Orleans, and one of a visit to Mr. Orrell the time of his death.

The funeral was held Monday morning from the Orrell home, the Rev. G. L. Nix, pastor of the Methodist church, in charge of the religious services, and the Masonic order of Ocean Springs and Vancouver going through their ritual at the grave. The pall bearers were: Ed. Jones, J. B. Cunningham, Earl Jones, C. G. Cochran, W. H. West, and R. M. Spaulding.

Attending those from out of town who attended the funeral were Mr. and Mrs. Harry E. Ramsey and W. J. Jones of New Orleans, also a

adding to the "homey" atmosphere of the home, and there is no glaring wall paper or gaudily painted wood work to distract the mind of those who repair to that home for rest. It is indeed a home.

All the work on the house was done by local workmen, Mr. Wingfield himself keeping a supervisory eye on everything that went into its building.

DEPUTY GRAND EXALTED RULER VISITS LODGE

Fred J. McDonnell of Jackson, District Deputy Grand Exalted Ruler for the Southern district of Mississippi paid his annual official visit to Pascagoula Lodge No. 1120, B. P. O. E. Thursday night, January 21.

A large delegation of local Elks were out to hear the distinguished visitor who brought a timely message to the lodge, after which a pleasant hour was enjoyed.

MUSIC LOVERS MEET TO PLAN ORGANIZATION

There was a meeting on Wednesday, at the home of Mrs. Ed Wiggins with Mrs. W. J. Weatherford as hostess, for the purpose of getting the music loving folks of Pascagoula to affiliate with the Co-operative Concert Association, which has seven hundred members on the Gulf Coast.

Mrs. Emma Hess, Steward and Forest of Gulfport and Mrs. Margaret of Ocean Springs met a number of ladies from Pascagoula to discuss the matter and the plans of the Association.

The Association proposes to have three concerts in the Gulfport high school auditorium by famous artists. One by Wilbur Evans, baritone, on February 26; one by Towha Sedel, violinist, on March 1; and one by Flower & Janara, concert, on April 29.

Membership dues in the Association are \$2.00, which entitles members to admission to the concerts. Pascagoula or Moss Point citizens who wish to get tickets to these concerts are requested to see either Mrs. E. J. Fort Miss Beason Behrke.

Miss Irene Denny or Mrs. W. J. Weatherford any one of whom will take pleasure in further explaining the objects of the organization.

REGIONAL CLASS A TOURNAMENT SET FOR FEB. 24-27 AT BAY HI

Announcement was made this week that the annual Class A Gulf Coast Regional basketball tournament for the championship for 1927 would be held in Bay St. Louis at the new high school gym on February 24 and 27.

The Pascagoula Independents lost to the Moss Point Y. M. C. Wednesday night by the score of 12 to 8 at the Pascagoula High School gym. Sheldis Knayat, Felder, Krebs, and Shaheen made up the starting line-up for the Y. M. C. with no subs. For Pascagoula, Mutt Watts, Buck Fletcher, Moneer Kihyet, Roscoe Fletcher and J. Shaheen made up the starting team with Billy Ryan, Louis Walker, Placide Walker, Jr. and Vernon DeJean substituting.

Until the last few minutes the Pascagoula boys had the game tied up 3 to 3, but the Y. M. C. put on a drive that won the game for them.

The Pascagoula team is desirous of getting future games, and asks interested parties to contact Moneer Kihyet at Pascagoula.

TRUCK TURNED OVER CAUSES MINOR INJURY

Woodrow Steiner had his neck hurt painfully but not seriously Sunday afternoon when a half ton truck belonging to Hollie Bang and said to have been driven by Steiner turned over on the road by the Delmas dairy. Ernest Tillman was in the truck with Steiner but was unhurt. The truck was damaged considerably.

CATHERINE MARIE GRANT

The death of this sweet little girl in Houston, Texas, brought grief and sorrow to a number of relatives in Pascagoula. She was the daughter of Stephen Grant, formerly of Pascagoula, and Sarah Brown Grant.

The end came on January 11, 1927, at three o'clock in the morning, after an illness of ten days following an operation for appendicitis. The funeral was held on the afternoon of January 15, Rev. Mr. Nolla, a Christian minister, officiating, with interment in Forest Park cemetery in Houston.

Catherine Marie was three years eight months and ten days old. She is survived by her father and mother and a sister, Octavia Grant. Also by her grandparents, Mr. and Mrs. E. F. Grant of Pascagoula, a grand uncle, J. O. Cole, and other relatives, to all of whom the sympathies of many friends are extended.

Sunrise, Sunset and High and Low Tide Port of Pascagoula

Sun- rise	Sun- set	High Tide	Low Tide
January—			
23 6:53	5:31	8:06 p.m.	6:42 a.m.
24 6:52	5:22	9:04 p.m.	7:46 a.m.
25 6:53	5:23	10:02 p.m.	8:22 a.m.
26 6:51	5:24	11:02 p.m.	9:10 a.m.
27 6:51	5:25	NONE	9:42 a.m.
28 6:50	5:26	11:58 p.m.	10:01 a.m.
29 6:49	5:27	12:48 a.m.	9:57 a.m.

Hidden Among Beautiful Gardens Lies Burial Plot Of Grant Family

By Maude Tarlunson

Travelers along Columbus Drive and the less frequented Grant avenue would never believe, unless they had seen it themselves, that somewhere between the two thoroughfares lies an ancient cemetery dating from ante-bellum days. It is the burying place of the Grant family, and access to it can only be gained through the grounds of the Oliver Cole premises on Grant avenue.

In going to it one passes through beautiful gardens, where masses of azaleas and japonicas fill the very atmosphere with color, in their season, or where the more humble flowers add sweetness and beauty at other times of the year.

And, while among the saplings of the grove that has grown up in the old cemetery, may be glimpsed tottering head stones, and graves in "many a rounded heap" the family plot is indeed "God's Acre" as Mrs. J. Oliver Cole remarked as she unlocked the beautiful old gate through which admittance to it is gained. For it occupies an acre of ground and is enclosed by a stately fence of wood constructed of heavy timbers which uphold beautifully proportioned colonettes dating from the time when Lumber was king in Mississippi and mill work was easy to obtain.

In the center of the plot stands a marble shaft of graceful proportions, which, according to Mrs. Cole, had been erected to the memory of all who sleep there. But the eye turns from this to the more imposing monument, which Mrs. Cole says is a replica of one that stands in Mobile as a memorial to Captain John Grant who was—as the epitaph reads—"originator and constructor of Grant's Pass," that inside passage from Mobile to New Orleans which so greatly facilitated travel between the two cities by shortening the route, and by lessening danger at a time when flying sails sped the great ships across the Gulf of Mexico.

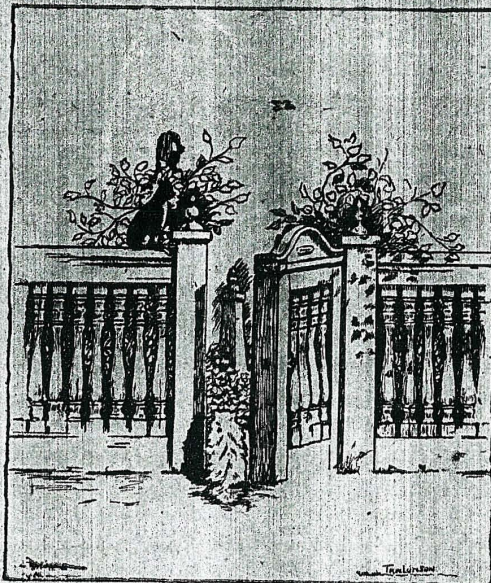
Towering above the high fence the monument is topped by a draped urn against which reposes an anchor, mute witness to the fact that doughty Captain Grant died his calling on the sea.

Near his grave lies that of his wife, Elizabeth, and not far away are those of other members of the family, who were brought here for their last long rest.

On the outside of the plot, not far from the gate, is found the grave of Nancy Pickett Bramer, born in 1813 and died in 1877. And there also rests Phillip Henry Girod, born February 1825, in Trieste, Italy, and who died in 1856. Their names might have been "written in water" as far as their memory is concerned for Mrs. Cole could remember little about them.

And further back lie the graves of those who were slaves in the Grant family. One of these, according to Mr. Cole, who later further extended hospitality to the writer by driving her back to the city, is raised to the memory of Sophie, who died in 1858 almost at the dawn of the War Between the States.

All around the plot lies ground that has been handed down through the Grant family for many generations. Some of it still belongs to those of the name, while other parts, though still owned by the Grant clan, are in



Gateway to Grant Cemetery

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JACKSON COUNTY'S CEMETERY BOOK

- 1880. Grant, Elmer J., Dec. 19, 1898 - Oct. 21, 1918, military marked
- 1881. Krebs, Marie Josephine, dau of H. C. and L.C. Krebs, Mar. 19, 1880 - Aug. 31, 1882 (Foot marker MJK)
- 1882. Krebs, Antoria, died July 25, 1875 (YF)(Footmarker AAK)
- 1883. Ryder, Richard G., May 22, 1888 - Aug. 30, 1889
- 1884. Ryder, Jessie H., Aug. 5, 1885 - Sep. 3, 1889
- 1885. Campbell, Archie, May 23, 1844 - Dec. 3, 1881
- 1886. Clayton, Milton Darrell, died June 17, 1934, age 3 yrs.
- 1887. Bowers, Mary E., died Apr. 11, 1935, age 80 *
- 1888. Bowers, Robert, died Jan. 14, 1936, age 75*
- 1889. Bosarge, John, died Nov. 14, 1911, age 54*
- 1890. Dimitry, Robert Andrew, died Oct. 19, 1904*
- 1891. Freeman, Infant, died May 2, 1911*
- 1892. Freeman, Infant, died May 3, 1911*
- 1893. Fuller, A. C., died July 15, 1942*
- 1894. Griffin, Marian Campbell, died Oct. 13, 1918*
- 1895. Nelson, Robert Allen, died Nov. 18, 1934*
- 1896. Stark(Strach), Margaret, died Jan. 18, 1914*
- 1897. Wasterbern, Robert, died Jan. 16, 1916*
- 1898. Watson, Claude, died April, 1, 1918*

*St. John and St. Pierre Episcocal Church Records, unmarked graves.

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Elmer Joseph Grant

Was killed during WWI.

Headstone at Greenwood Cemetery reads:

In Honor of Corporal Elmer J. Grant

Hd'qs Co. 114th Amm. Train

39th Division

d. in service at Camp Coetquidan, France

b. 12-19-1898

d. 10-21-1918

Great grandson of John Grant who was hired by the federal government to dredge a pass between the MS Sound and Mobile Bay.

Grandson of John Lafayette Grant.

Couple of pictures of him in the Oliver Cole Collection at the Jackson County Archives.

Local VFW post named after him.

Fth. McGrath - Vancleave Catholic Church is
a nephew.

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- # 2- Mary Krebs - b. 1823 or 1825 d. 2-27-1900
- # 3 J. B. Delmas b. 1817 d. 1908
- # 5- Delphine Krebs b. 1825 d. 14 Dec 1890
- # 6- Julius Willis - b. 20 July 1812 d. 27 MAR 1881



Courtesy of Mrs. Henry Gautier

CAPTAIN JOHN GRANT
1796 - 1887

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Sarah Ann Letitia Warren 1837--1922
B. Covington La.
D. Columbia Miss



Joseph Morgan Ford 1834--1897
B. Columbia Miss.
D. Columbia Miss.

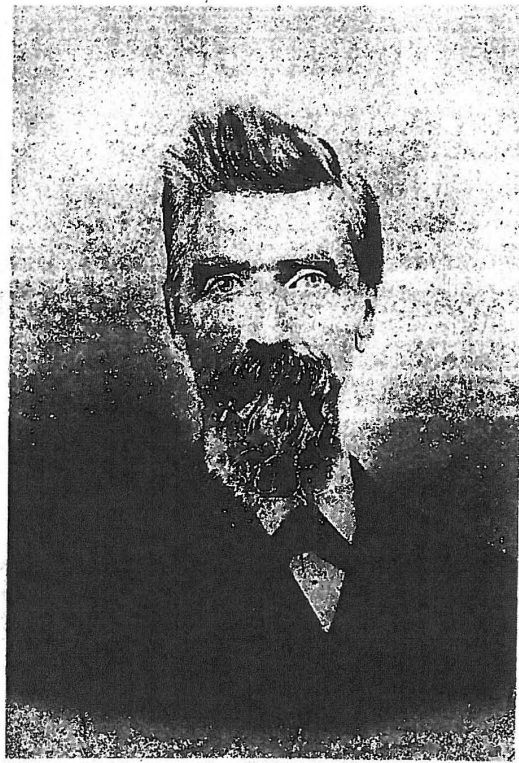


GRANT
Olivia Delmas 1842--1928
B. Pascagoula Miss.
D. Pascagoula Miss.



John Foster 1826--1903
B. Mobile Ala.
D. Pascagoula Miss

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John Grant ----married----Elizabeth Disney in 1817 in Baltimore
B. 1796 B.1794
D. 1887 D.1869

their children were:

Eliza Ann , Washington Franklin, Mary Elizabeth,
Rachel Rebecca, John Lafayette, Isabella Queen, Susan Frances

Mary Elizabeth----married----John Baptiste Delmas
B. 1822 B.1817
D. 1896 D.1908

their children are listed on the Pascagoula sheet and includes
Olivia Elizabeth---who married-- John Foster

B. 1846
D. 1928

B. 1826
D. 1903

this was John Foster's second
marriage, he was previously
married to Susan Frances Grant
Their children were :

John
Ellen married Ed Silva
Lillian married Ed C Jouilliar



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↑
Walfred Smith
↑
Harold Grant Sr.
↑
Hugh Smith
↑
Julius Smith Grant

C. 1933

Harold Grant Jr.

Archie Quinn Gautier Collection



BIRTHDAY CELEBRATED AT BOWLING ALLEY

The "74" on the bowling ball held by George Kubaugh, center, retired A.F.A'er, Louisville, doesn't have anything to do with his score—that figure represents his age. Cake was presented by jolly group of bowling friends on September 21, the day George "rolled up" that 74th birthday, during time out at Central Bowling Alleys, Louisville. Celebrants are, front row, left: Ray Bryant,

alley manager who is 72, and Bill Merriott, another retired L. & N'er turned 73. Among bowling friends in background are Jess Tarter, center, and Bob Swift, both of the L. & N. Due to illness Charlie Frank, former employee at the South Louisville Shops and owner of the alleys, could not be present. Charlie is generally credited with starting George on his long and happy bowling career.



MARKER HONORING CAPTAIN GRANT UNVEILED AT PASCAGOULA

Historical marker honoring Captain John Grant was unveiled in Pascagoula, Miss., October 20 in a special ceremony held on the grounds of historic Old Spanish Fort. Shown with the marker are, from left: Rev. Cyril Vlamynck, St. John's Episcopal Church, who gave the invocation; Judge Leslie B. Grant, Biloxi, a descendant, who gave the dedicatory address; Frank S. Cantry, mayor of Pascagoula, who accepted the marker on behalf of the city; Explorer Scouts Aubrey Irwin and Gale Smith, who unveiled the marker; Harold Grant, Jr., a descendant, graduate assistant of history,

University of Mississippi, who introduced the guests; Dr. J. K. Bettersworth, associate dean of liberal arts, Mississippi State College, who presented the marker on behalf of the Mississippi State Historical Commission; Ebb Ford, Gulfport, a descendant, master of ceremonies, and Cyril Cain, retired professor of history, Mississippi State College. Following the ceremony at the Fort, the more than 200 descendants of Captain Grant (see: *The Life and Times of Captain Grant*, February 1957) visited his tomb. Marker will be permanently placed later at a spot near the Grant cemetery.

L. & N. Golf Club Elects A. B. Ryan

The annual election of officers of the L. & N. Golf Club—the first in its new home at Coral Ridge, Ky.—took place October 19.

At that time A. B. Ryan, who plays such a prominent role in the plans for the new course, was elected to head the club during the coming year. Elects with him were the following:

Ivan Seibert, Jr., vice president; N. Colvin, secretary; E. A. Bondurant, treasurer; and G. W. Rogers, R. Daugherty, R. B. Lindsey, A. W. Johnson, Jr., J. B. Clark, J. A. Monahan and J. M. Perkins, directors.

Retiring President George W. Rogers gave an account of his stewardship at the October 19 meeting and members received with interest from Mr. Rogers brief mimeographed history of the L. & N. Golf Club. In this account, Historian Rogers told of the early-day struggles of the club; of the dark days of 1955-1956 when play was forced to cease at the Crittenden Drive location and of the club's glorious resurrection at Coral Ridge. He praised President Tilford for his spirit of helpful cooperation throughout, which had made the new location possible, mentioning specifically that Mr. Tilford had personally requested that ground across the road from the club be cleared for use as a picnic area by employees who did not feel they could afford to be club members. And so the L. & N. Golf Club completes its first year of play at the new site and confidently looks to the future. With over 200 employee members at the present time, its goal is 250 such members and considering what it has to offer it should have no trouble in reaching this successfully.

—Col. L. N. Boggs

Retired Traffic Veteran Dies at Kansas City

Death took Benedict W. Strain, retired general agent, Kansas City, Mo. October 21, following a brief illness. He was 85 years old.



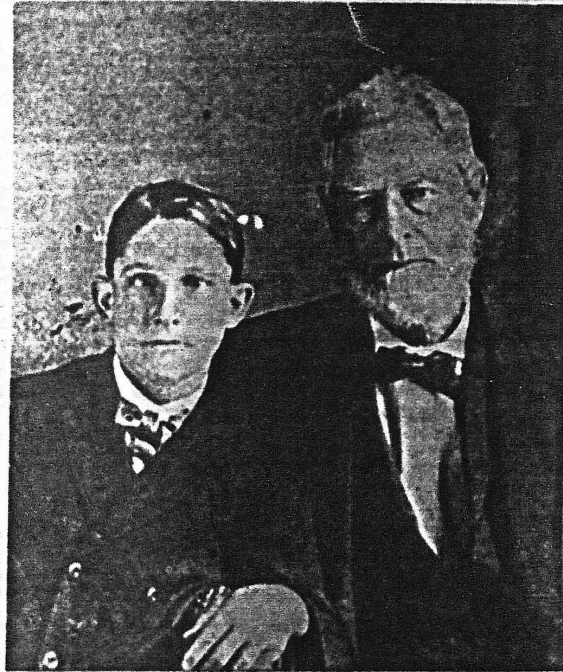
B. W. Strain

Following first employment at Louisville February 22, 1889 as clerk, Mr. Strain had varied employment in the freight claim and freight traffic departments, including service at Montgomery, Knoxville and Indianapolis, prior to appointment to general agent May 16, 1926. He retired February 1, 1947.

He is survived by his widow. Interment was at Kansas City, October 2

L & N Employee Magazine

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CAPTAIN JOHN FOSTER
1826 - 1903

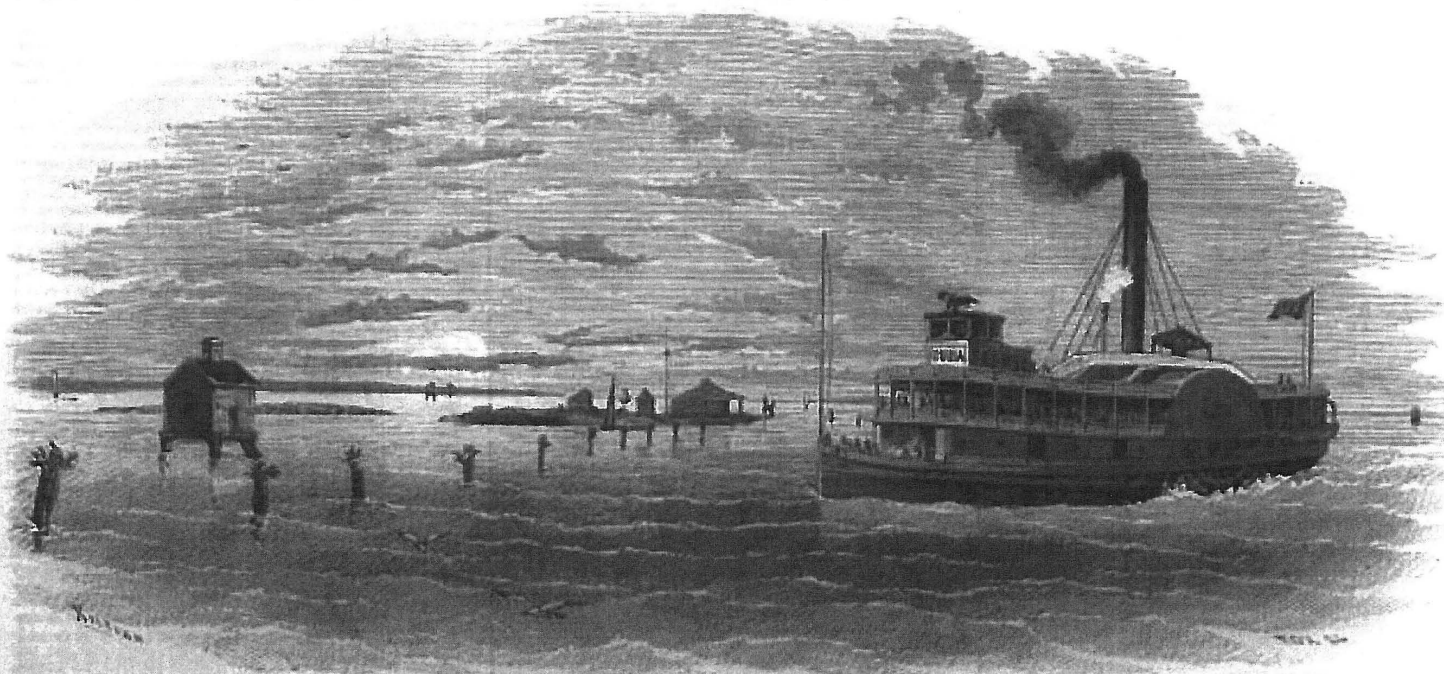
with his grandson

JOHN FOSTER JOULLIAN
1890 - 1959

This is a copy of a photograph in possession of Mrs.
Carol Joullian Batson, 26 Arbor Drive, Amelia Island, FL
32034.

BALLOU'S PICTORIAL DRAWING-ROOM COMPANION.

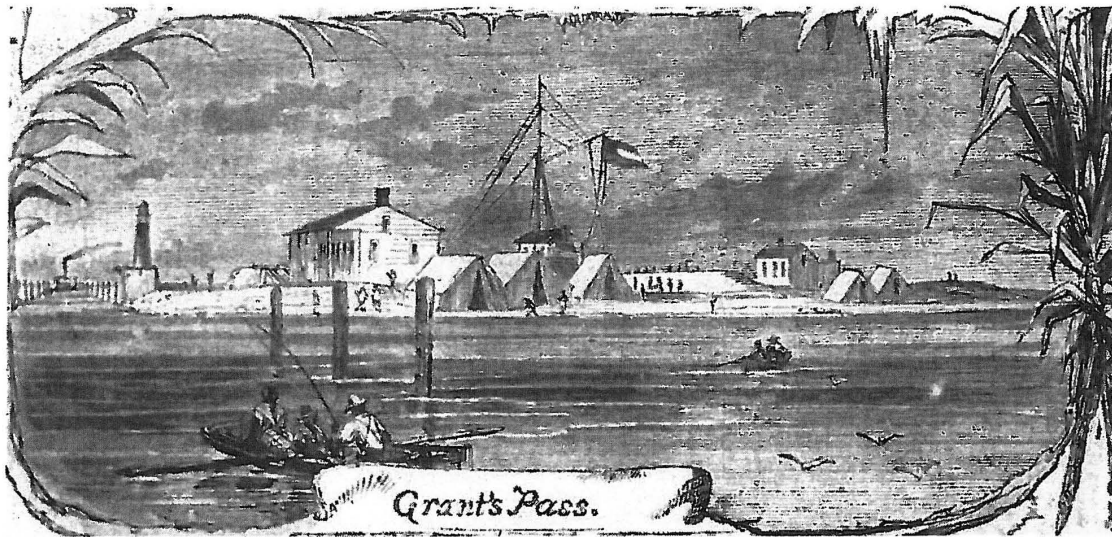
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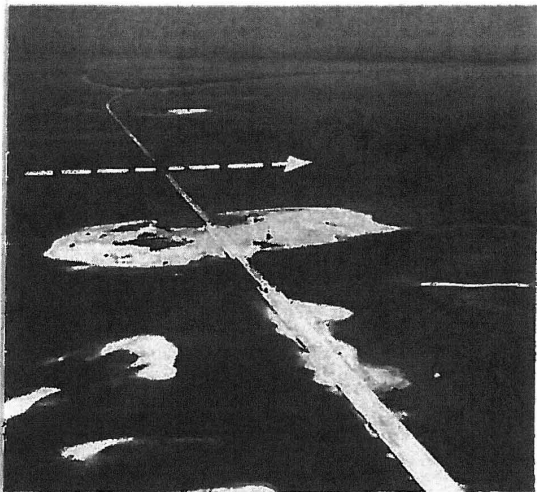
GRANT'S PASS, NEAR MOBILE, ALABAMA.

Betty Rodgers for Archie
Callahan

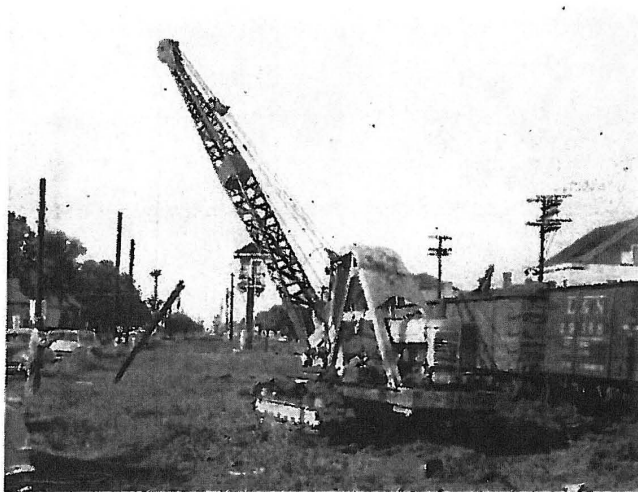
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Sketch from Harper's Weekly, May 31, 1862, shows ship, left, passing through the channel dredged by Captain Grant.



Air view, above, shows Grant's Pass today, broken arrow. Causeway crosses Cedar Point, center, bridges Pass and extends to Dauphin Island, background.



L. & N. forces, above, take up rails along Elysian Fields Avenue (1954), route of old Pontchartrain Railroad, after the Old Reliable started running its trains into new Union Passenger Terminal which was dedicated in 1954.



Captain Grant died in New Orleans, was buried in family cemetery at Pascagoula. Left vault is his, center one is that of his first wife, Elizabeth, and the far one that of their son, Washington.

—Photo by Clifford Stapp

By Rowland Stockk

R.K.